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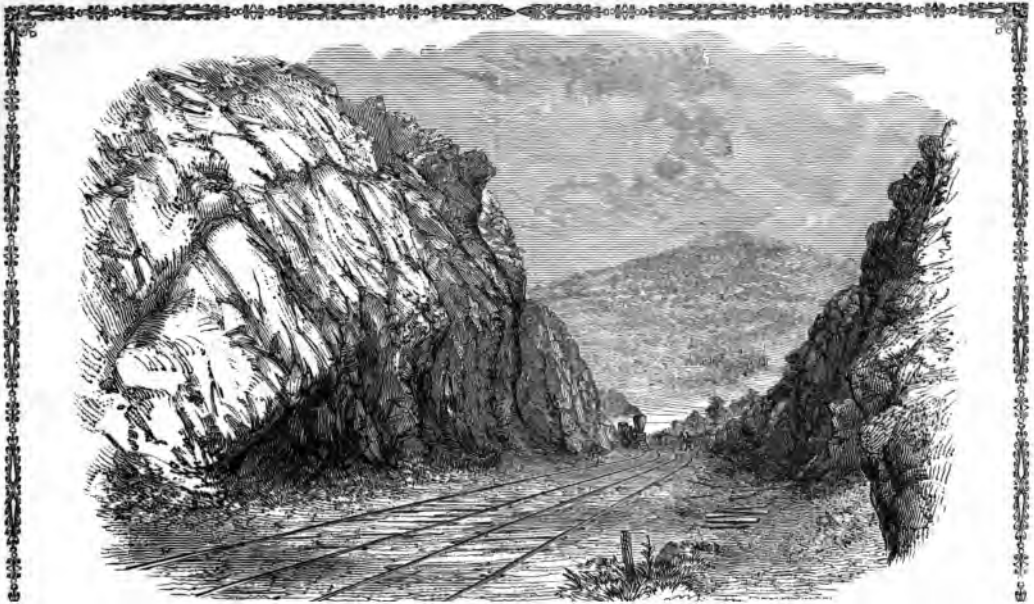


A CHART

AND DESCRIPTION

OF THE

BOSTON AND WORCESTER

AND

WESTERN RAILROADS;

IN WHICH IS NOTED

IE TOWNS, VILLAGES, STATIONS, BRIDGES, VIADUCTS, TUNNELS, CUTTINGS, EMBANKMENTS, GRADIENTS, &c., THE SCENERY AND ITS NATURAL HISTORY, AND OTHER OBJECTS PASSED BY THIS LINE OF RAILWAY.

With Numerous Illustrations.

NSTITUTING A NOVEL AND COMPLETE COMPANION FOR THE RAILWAY CARRIAGE.

BY WILLIAM GUILD.

BOSTON:
PUBLISHED BY BRADBURY & GUILD,
12 SCHOOL STREET.
1847.

Gift of Hon. Charles Sumner, Jan. 6, 1860.

NOTICE.

The Author claims the plan, &c., of this work as his own, and having been at great expense and trouble, and devoted much time to its production, he respectfully cautions others not to infringe upon his *copyright*.

INTRODUCTION.

THE author of this work contemplated its publication several years ago, and very soon after the opening of the Western Railroad to Albany; but the unfinished state of some portions of the road, and other circumstances, which it is unnecessary to enumerate, have delayed its appearance until the present time.

The great object of the work is to increase the pleasures of railroad travelling, and the number of railroad travellers, by directing attention to the great variety of natural and artificial objects with which our railroads are skirted. Although it is intended more especially for travellers, yet it is presumed that all who feel the slightest interest in the great steam thoroughfares which are now nearly, or quite, constructed, in different parts of our country, will find in its pages much information of value, and, especially much knowledge in regard to the peculiarities, cost, and construction of the Western Railroad.

It may be proper here to state, that nearly every object noted in the chart has been visited by the author, and that the sketches for the engravings were *all* taken FROM NATURE by Mr. H. Billings, expressly for this work. The simple fact that they are *correct* drawings will add materially to their value to those who have never visited, and who do not contemplate visiting, the places from which they were taken, inasmuch as they form a complete series of views of

American scenery, a great majority of which have never before been published.

THE GRADES OF THE ROAD are made as nearly correct as was desirable upon a scale so small as one inch to a mile.

THE RIVER AND ROAD CROSSINGS are also correct, and can be relied upon. The *road* crossings, however, will soon be somewhat varied by the changes which, as the country becomes more thickly settled, are constantly being made. These will be corrected from time to time, as circumstances may require.

The Publishers design to give similar descriptive charts of every New England Railroad, and several of the most important lines are already copyrighted and in a forward state of preparation; the Western and Worcester being the first of the series.

Boston, August, 1848.

THE

WORCESTER AND WESTERN RAILROADS.

Bridge over Westfield River, 128th mile.

THE line of railroad extending from the city of Boston to Greenbush, on the Hudson River, opposite the city of Albany, consists of the Boston and Worcester Railroad, the Western Railroad, which begins in Worcester, and extends to the Massachusetts state line, at West Stockbridge, and the Albany and West Stockbridge Railroad, which terminates at Greenbush. The last mentioned road was built by the Western Railroad Corporation, under a lease from the Albany and West Stockbridge Company. At Greenbush, connection with Albany is had by means of a substantial ferry-boat, owned by the Western Railroad Company. Before giving a more particular description of these roads, it may be interesting to refer the reader to the commencement and progress of the railroad system in the New England states.

The first railroad built in this country, was one at Quincy, Massachusetts, which was about three miles in length. It was designed, exclusively, to convey blocks of granite from the stone quarries in the

Blue Hills, to ships lying in Neponset River. This road was completed in 1827, and cost about $30,000. The rails were of wood, laid upon stone blocks, and covered with straps of iron. No steam-power, of course, was used, the cars being drawn by horses.

The first surveys made in Massachusetts for testing the practicability of introducing railroads for facilitating public travel, were commenced in 1827, and continued through the following year. Two lines were surveyed from Boston to the Hudson River, and two from Boston to Providence, besides various other shorter and less important routes. It excites in the mind a just conception of the rapid strides made in this branch of the enterprise and art of man, to examine the reports of engineers and committees under whose management these early surveys were made, and to compare the extremely *modest* expectations and desires of the people then, with the astonishing realities of the present day. Ten miles an hour was the utmost that could be expected for "coaches," and a "change of horses" would be required every sixteen miles at that. A report made to the "Directors of the Massachusetts Railroad Association," by Daniel Treadwell, and others, in 1829, has the following problematical paragraph:

"Let us take an example of a railway, which we will suppose to be one hundred miles long, and on which coaches to travel *nine miles an hour*, and freight wagons to go *three miles an hour*, enter upon their journeys at both ends of the railway, after intervals of *twelve hours only*. The wagons in one direction must meet those of an opposite direction at distances of sixteen and two thirds miles, from either end of the railway, after allowing *twenty-six minutes for rest, feeding, or changing horses*, at each interval. The coaches would meet the opposite coaches midway; and they would meet trains of wagons at the distance of twenty-five and seventy-five miles from either end of the railway. There would then be eight points of meeting on the hundred miles, at each of which a sideling, or passing place, must be provided; and it must be evident that if the carriages arrived within the prescribed times, the passing would be effected without the least difficulty. Should a train of carriages arrive at a passing place before the prescribed time, it would only be necessary that they should wait for the opposite train to arrive, when they would enter on the next stage of their journey."

Such were the calculations and such the anticipations of the pioneers in these great works of art in our own country. To say that the most sanguine expectations of their projectors have been not only realized but very far surpassed, but poorly expresses the realities already achieved; and the question must arise in the minds of every thinking traveller, as he glides along upon his cushioned seat at the

rate of thirty and forty miles an hour, whether the succeeding twenty years *can* add as much to the speed, ease, safety or comfort of railroad travelling as the last twenty years have done.

Notwithstanding the success with which the earlier surveys for various railroads were carried forward, nothing was accomplished towards the establishment of works of this kind until the year 1830. Several charters were granted, in June, 1830, by the Massachusetts Legislature, for forming companies, with the necessary powers for constructing railroads, on certain routes; but, with the exception of that for the Boston and Lowell Railroad, they all proved abortive, from want of confidence, and the indisposition of the public to subscribe for the stock.

In June, 1831, a charter was granted for the establishment of the Boston and Worcester Railroad, and, during the following spring, 1832, the stock was taken up, and the organization of the corporation completed. The summer of this year was occupied, by the engineer, in making a definite location of a portion of the road, preparatory to the making of contracts. During the ensuing autumn, the contracts for the grading of the road were made, and the work actually commenced. It was continued by the several contractors, during the winter, with considerable energy, and, in the summer of 1833, the laying of the rails was commenced.

The Boston and Worcester Railroad is forty-four and five eighths miles in length. It begins in the south-eastern part of Boston, and after crossing the southern part of the city, under three of the principal streets, at a level of five feet below high tide, passes over the receiving basin of the Water Power Company, crossing the Boston and Providence Railroad, and, after rising nine feet in the space of a third of a mile, passes over the full basin, and thence follows the valley of Charles River

Under Washington Street.

for a distance of eleven miles, to Weston. Thence it ascends the ridge of land west of the river, and passes on to the Concord, or Sudbury River, which it follows up to its source in Westborough. It proceeds thence to the Assabet River, which it follows up to its source, and after crossing the outlet of Quinsigamond Pond, ascends the high ridge which borders the city of Worcester, by a rise of thirty feet in a mile, and thence descends to its termination on Main street, near the centre of the city. Its greatest elevation above high tides at Boston, is 496 feet, at the Worcester summit. The road was opened for a distance of nine miles, from Boston to West Newton, on the 17th of April, 1834. On the 10th of July, the trains were extended to Needham, a distance of thirteen miles; and on the 24th of September, to Hopkinton, twenty-four miles; on the 18th of November, to Westborough, 32 miles; and on the 3d of July, 1835, the first locomotive ran over the whole road to Worcester. On the 6th, the opening of the road was celebrated by an entertainment given by the citizens of Worcester to the stockholders and other guests.

In consequence of the great extension of the Worcester road, and the great number of trains passing over it, the company have laid down a double track for the whole distance between Boston and Worcester. They have also constructed several large freight-houses in Boston, upon Lincoln street, the largest of which is, 466 feet in length, and 120 feet in width, of brick, with a slated roof. It is entered by four lines of tracks for freight cars.

Interior of Freight House.

The building has an area of 56,000 feet, nearly one acre and a quarter, in a single room, without partitions or pillars; the roof, strongly framed together, resting upon the walls. The inward freight is unloaded upon one side, from the cars, upon a platform level with the floor of the cars; and the outward freight is loaded from a similar platform, upon the other side. The building is provided with platforms and scales for weighing merchandise, with or without the cars,

and with apparatus for transferring cars from one track to another. The land and depot buildings in Boston have cost over half a million of dollars. The whole cost of road and equipment, to Nov. 30, 1846, was $3,485,232.

The charter for the Western Railroad, which extends from Worcester to the west line of the state, in the town of West Stockbridge, was granted in March, 1843. Two or three years elapsed, however, before the stock was taken up, and the company organized. In the summer of 1836, the eastern section of the road, between Worcester and Brookfield, was finally located, and put under contract for grading. The next year the work was vigorously prosecuted, and the grading of sixteen miles of it was completed. The remaining portion between Springfield and Worcester was also located and put under contract, and eleven miles graded. The road was opened to Springfield, October 1st, 1839. During the summer of 1838, the remaining portion of the Western Railroad, from Springfield to West Stockbridge, was put under contract for grading. The running of the cars from Springfield to Chester Factories, was begun on the 24th of May, 1841, and from thence to Washington Summit, on the 13th of September following. In the mean time, the work on the Albany and West Stockbridge road was so far advanced, that on the 4th of December it was ready for the locomotives from Greenbush to Chatham corners, a distance of 23 miles; and by the use of a portion of the Hudson and Berkshire Railroad for a distance of fifteen miles, a continuous line of railroad was formed from Boston to the Hudson River, and regular trains were from that time run over the whole road twice a day. Thus, in a space of a trifle over nine years from the time when the soil was first broken for the purpose of building a railroad in New England, this important line, two hundred miles in length, and overcoming in its course a mountain summit over fourteen hundred feet above the sea, was completed. Truly it may be said to be a monument of high and imperishable honor to its bold projectors.

The time usually occupied in passing over the road to Albany, including a stop at Springfield of three quarters of an hour, is ten hours and three quarters, or ten hours, running time. Two trains go over the whole road daily, one starting in the morning, another in the afternoon, the latter stopping at Springfield over night.

It may appear incredible to some, that the line in passing under the streets of Boston should be five feet *below* high tides; yet this will be easily understood, when they reflect that this portion of the road is built across the Receiving Basin, so called, of the Mill Dam, where, as will be presently seen, there are no tides. The Mill Dam consists of two parallel walls of stone, 60 feet apart, across an arm of tidewater, with the space between filled up with earth. This causeway

(Over two pages.)

EXPLANATION OF THE CHART.

The traveller FROM Boston is supposed to sit, back to the engine, and should read DOWNWARDS. The traveller TO Boston should sit facing the engine, and read UPWARDS. The objects and notes will then follow in the order in which they occur.

Every viaduct, bridge, pathway, and tunnel is marked by the proper diagram in this chart, as follows: —

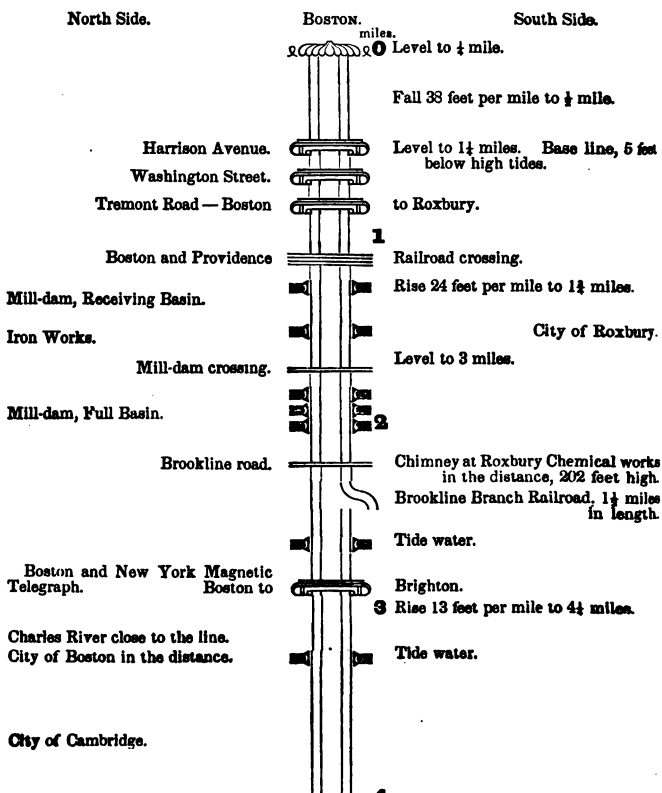
 represents a bridge passing ABOVE the railway.

 a road passing BENEATH the railway on an embankment.

 a level road, or pathway, across the track.

 a brook or river passing beneath the railway.

The scale is one inch to a mile. The objects visible from the road, and those quite adjacent to it, are noted at the exact places where they are seen. The gradients of the track are noted from time to time upon the south side, and the distances of the neighboring towns from *each station* are stated upon the side of the railroad upon which such towns are situated.



is 8000 feet in length, and forms one of the main avenues to the city. The large area thus enclosed, is divided, by a cross-dam of the same construction, into two large basins, one of which, being filled with water at every flood tide, by gates opening inwards from the bay, is made to discharge its waters into the receiving basin, which at *low* tide empties its waste water back into the bay by gates opening outwards, thus furnishing a perpetual water-power of from eight to ten feet fall.

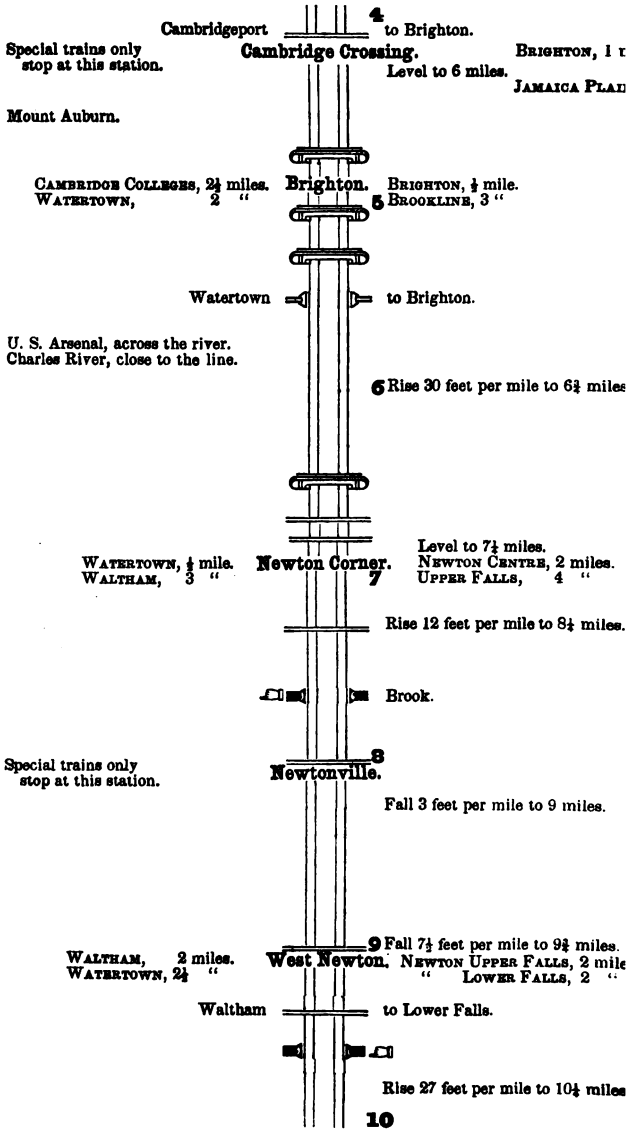
Upon emerging from the brick walls of the city, a pleasing panorama meets our view. Upon the south side of the line reposes the city of Roxbury, with her hills neatly skirted with the country seats of the opulent. Upon the north, in the distance, is her rival, Cambridge, the seat of the oldest and best endowed college in the United

View of Boston at 3d mile.

States. The view of Boston from several points upon this road is picturesque in the extreme. The whole city seems to rise like a vast temple, the dome of the State House, itself situated upon the highest part of the city, completing the structure.

As we pass along, the spires of the Old Cambridge churches, across Charles River, become more distinct, and the tops of Harvard College buildings are seen. Still further on is the dome of the Observatory, and just before arriving at Brighton, Mount Auburn appears, about one mile distant.

Brighton Station.

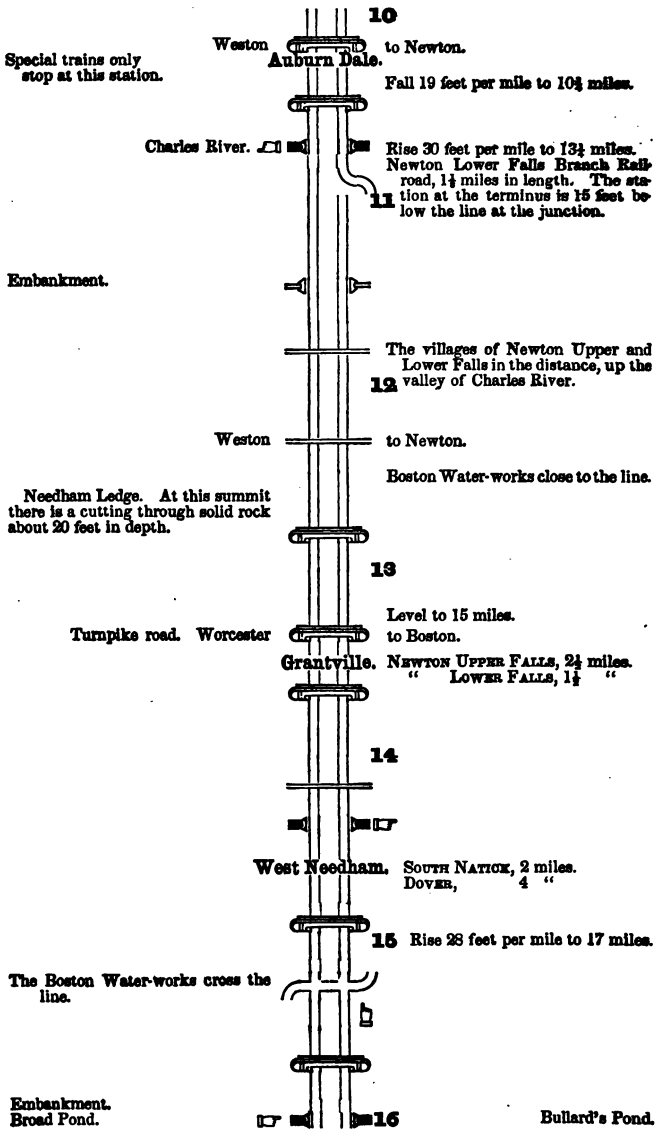

4
Cambridgeport
to Brighton.
Special trains only stop at this station.
Cambridge Crossing.
Brighton, 1 r
Level to 6 miles.
Jamaica Plai
Mount Auburn.
Cambridge Colleges, 2½ miles.
Watertown, 2 "
Brighton.
Brighton, ½ mile.
5 Brookline, 3 "
Watertown
to Brighton.
U. S. Arsenal, across the river.
Charles River, close to the line.
6 Rise 30 feet per mile to 6¾ miles
Level to 7¼ miles.
Watertown, ½ mile.
Waltham, 3 "
Newton Corner.
7
Newton Centre, 2 miles.
Upper Falls, 4 "
Rise 12 feet per mile to 8¼ miles.
Brook.
8
Special trains only stop at this station.
Newtonville.
Fall 3 feet per mile to 9 miles.
9 Fall 7½ feet per mile to 9¾ miles.
Waltham, 2 miles.
Watertown, 2½ "
West Newton.
Newton Upper Falls, 2 mile
" Lower Falls, 2 "
Waltham
to Lower Falls.
Rise 27 feet per mile to 10¼ miles
10

BRIGHTON is the first regular station on the road. The village is about half a mile south of the railroad, and is famous as being the largest cattle market in New England. The market day is Thursday of each week. Large numbers of cattle, sheep, and swine are brought over the railroad from the western part of the State, to be disposed of here. The Brighton station is directly within Winship's Gardens, a lovely spot indeed. It is open at all times to the public, and to those who are travelling for pleasure, it is well worth a visit. Fruit trees, shrubbery, plants and flowers of every description, cover the whole enclosure, which is nearly twenty-five acres in extent. Like Brookline, and other towns near Boston, Brighton has become the residence of many people of wealth, who have here erected costly residences. The extensive and numerous butchering establishments, however, which are scattered over the town, are a serious objection to the choice of Brighton as a place of residence, unconnected with business. Still, some parts of the town are not open to this objection. Soon after leaving Brighton, the line again approaches the banks of Charles River. On the opposite shore stands the United

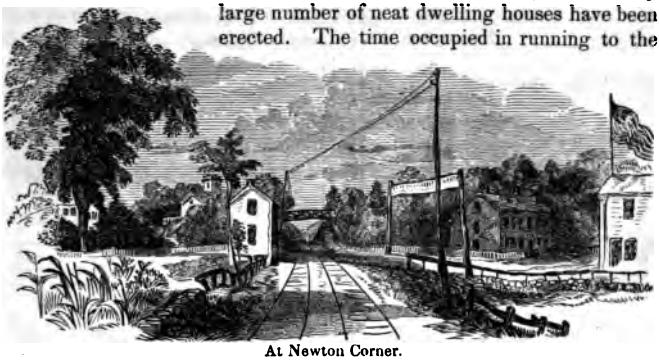
United States Arsenal.

States Arsenal, containing a large amount of munitions of war, and occupying a site of forty acres of ground. The village of Watertown, about one mile west of this point, up Charles River, is now visible.

NEWTON CORNER is the first station in the town of Newton, formerly called *Nonantum*, by the Indians. Here the red men first heard of Christianity, in New England, under the teachings of Mr. Elliot, in 1646, and here was erected their first house of worship. The town lies in a bend of Charles River, which forms its boundary on the north, west, and south, and, by two falls in the river of considerable extent, a fine water-power is created. There are seven villages in the town, five of which are upon the railroad. The Theological Seminary is in Newton Centre, about two miles from Newton Corner station. This is one of the most popular towns, as a place of resi-


10
Weston
Auburn Dale.
to Newton.
Special trains only stop at this station.
Fall 19 feet per mile to 10¾ miles.
Charles River.
Rise 30 feet per mile to 13¾ miles.
Newton Lower Falls Branch Railroad, 1¼ miles in length. The station at the terminus is 15 feet below the line at the junction.
11
Embankment.
The villages of Newton Upper and Lower Falls in the distance, up the valley of Charles River.
12
Weston
to Newton.
Boston Water-works close to the line.
Needham Ledge. At this summit there is a cutting through solid rock about 20 feet in depth.
13
Level to 15 miles.
Turnpike road. Worcester
to Boston.
Grantville.
Newton Upper Falls, 2¼ miles.
" Lower Falls, 1¼ "
14
West Needham.
South Natick, 2 miles.
Dover, 4 "
15
Rise 28 feet per mile to 17 miles.
The Boston Water-works cross the line.
Embankment.
Broad Pond.
16
Bullard's Pond.

dence, in the vicinity of Boston; and within a few years, a very large number of neat dwelling houses have been erected. The time occupied in running to the



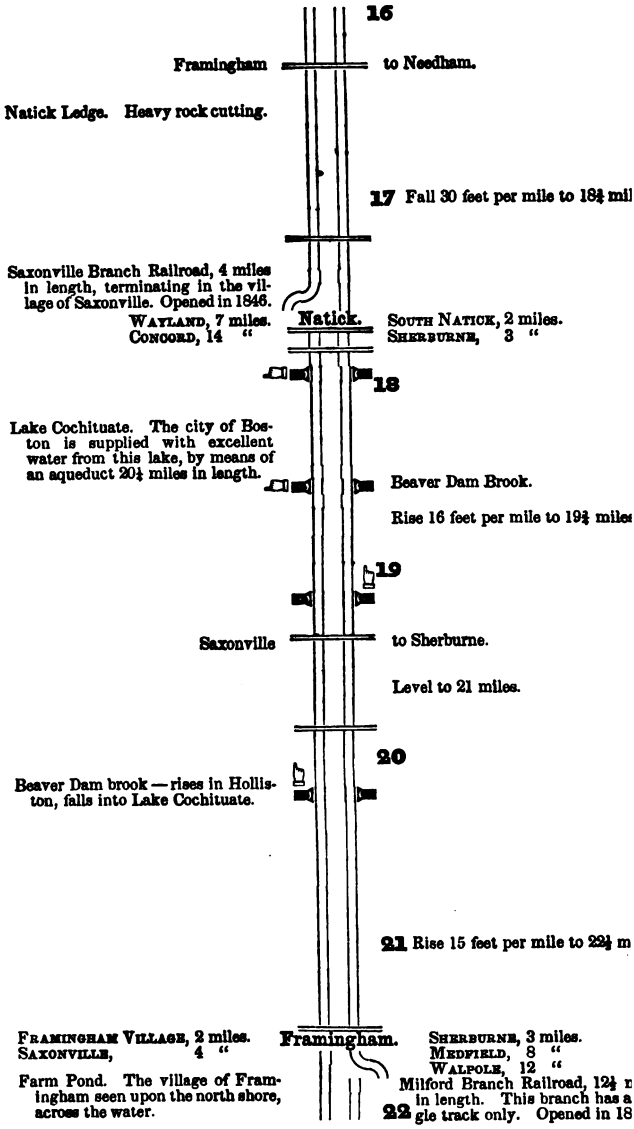
At Newton Corner.

city rarely exceeds twenty minutes from the Corner, or twenty-five from West Newton.

West Newton, also a part of Newton, and two miles from Newton Corner, is pleasantly situated, and is becoming deservedly popular as a country residence. The State Normal School is located here. At the eleventh mile the line crosses Charles River, upon a bridge thirty feet above the water, and by

Charles River Bridge.

Newton Upper and Lower Falls.


16
Framingham
to Needham.
Natick Ledge. Heavy rock cutting.
17 Fall 30 feet per mile to 18¾ mil
Saxonville Branch Railroad, 4 miles in length, terminating in the village of Saxonville. Opened in 1846.
WAYLAND, 7 miles.
CONCORD, 14 "
Natick.
SOUTH NATICK, 2 miles.
SHERBURNE, 3 "
18
Lake Cochituate. The city of Boston is supplied with excellent water from this lake, by means of an aqueduct 20¼ miles in length.
Beaver Dam Brook.
Rise 16 feet per mile to 19¾ mile
19
Saxonville
to Sherburne.
Level to 21 miles.
20
Beaver Dam brook — rises in Hollis-ton, falls into Lake Cochituate.
21 Rise 15 feet per mile to 22½ m
FRAMINGHAM VILLAGE, 2 miles.
SAXONVILLE, 4 "
Framingham.
SHERBURNE, 3 miles.
MEDFIELD, 8 "
WALPOLE, 12 "
Farm Pond. The village of Framingham seen upon the north shore, across the water.
Milford Branch Railroad, 12½ m in length. This branch has a
22 gle track only. Opened in 18

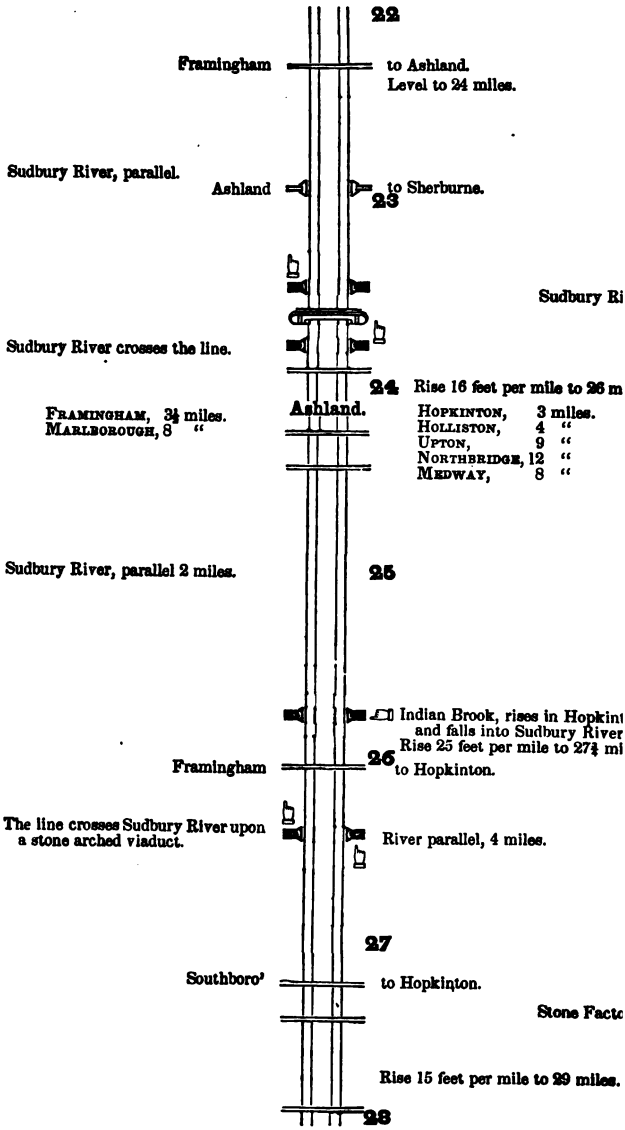
a regular curve of a mile and a half in length, on a rise of thirty feet to a mile, ascends to Needham Ledge. The view of the valley of Charles River, on the south side, is extremely pleasing and romantic. In the distance, for a few rods as we pass along, the two villages of Newton Upper and Lower Falls can be seen, one rising above the other, their neat white houses forming a fine contrast with the green foliage around. Needham Ledge, at the thirteenth mile, may be considered the first severe rock cutting upon the Worcester road.

East view of Needham Ledge.

GRANTVILLE, formerly East Needham, and WEST NEEDHAM, two thinly settled villages, situated in the north-western part of the town of Needham, are the next stations. The principal settlements in the town are situated upon Charles River, and opposite the villages of Newton Upper and Lower Falls. In these villages are large manufactories of paper, cotton goods, boots, shoes, &c.

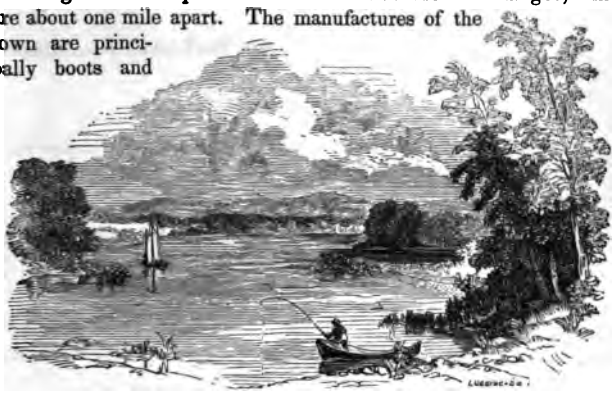
West view of Needham Ledge.

West Needham Station.


22
Framingham
to Ashland.
Level to 24 miles.
Sudbury River, parallel.
Ashland
to Sherburne.
23
Sudbury Ri
Sudbury River crosses the line.
24
Rise 16 feet per mile to 26 m
FRAMINGHAM, 3½ miles.
MARLBOROUGH, 8 "
Ashland.
HOPKINTON, 3 miles.
HOLLISTON, 4 "
UPTON, 9 "
NORTHBRIDGE, 12 "
MEDWAY, 8 "
Sudbury River, parallel 2 miles.
25
Indian Brook, rises in Hopkint
and falls into Sudbury River
Rise 25 feet per mile to 27¾ mi
Framingham
26
to Hopkinton.
The line crosses Sudbury River upon
a stone arched viaduct.
River parallel, 4 miles.
27
Southboro'
to Hopkinton.
Stone Facto
Rise 15 feet per mile to 29 miles.
28

At West Needham begins another rise of twenty-eight feet per mile, to overcome the Natick Summit, and then a corresponding fall to the valley of Lake Cochituate.

NATICK. This town was originally given to the Indians for a permanent residence. It was incorporated as a town in 1781. The name signifies "the place of hills." There are two villages, which are about one mile apart. The manufactures of the town are principally boots and

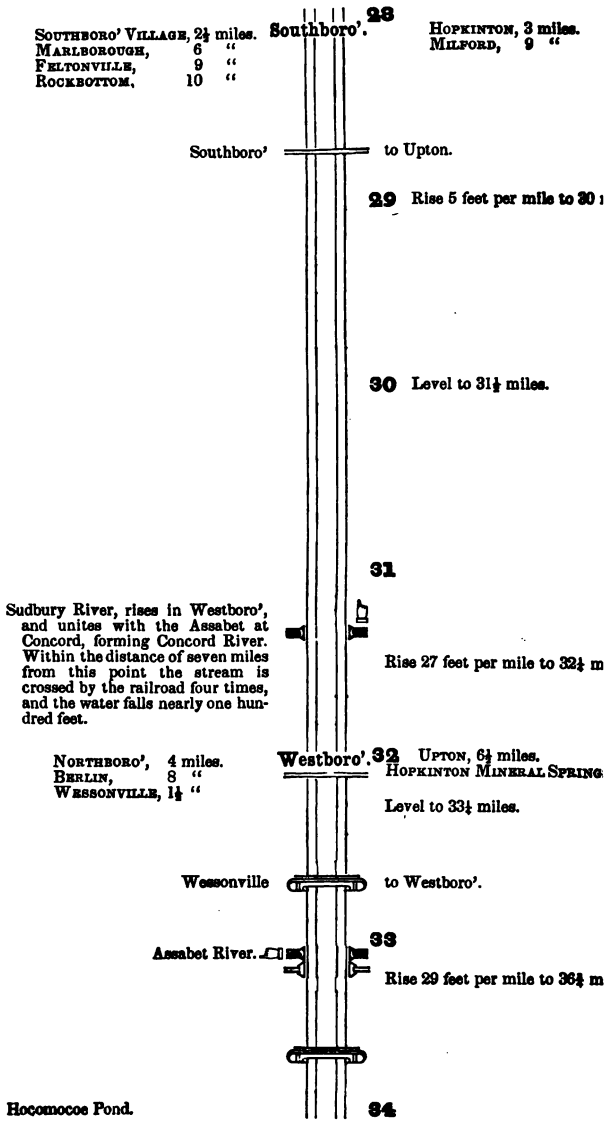


View of Lake Cochituate.

shoes. Lake Cochituate, which is partly within this town, is a beautiful sheet of water. The railroad passes close by its southern extremity, and affords a fine prospect. The city of Boston is to be supplied with water from this lake.

Framingham Station.

FRAMINGHAM. This is the half-way station between Boston and Worcester. Here, and at all other stations marked *, the cars stop a few minutes for refreshments. The principal village is 2½ miles from the station, and is distinguished for its neat and thriving appearance. The manufacturing village of Saxonville is in the north part


28
Southboro'.
Southboro' Village, 2½ miles.
Marlborough, 6 "
Feltonville, 9 "
Rockbottom, 10 "
Hopkinton, 3 miles.
Milford, 9 "
Southboro'
to Upton.
29 Rise 5 feet per mile to 30
30 Level to 31½ miles.
31
Sudbury River, rises in Westboro', and unites with the Assabet at Concord, forming Concord River. Within the distance of seven miles from this point the stream is crossed by the railroad four times, and the water falls nearly one hundred feet.
Rise 27 feet per mile to 32½ m
Northboro', 4 miles.
Berlin, 8 "
Wessonville, 1½ "
Westboro'. 32
Upton, 6½ miles.
Hopkinton Mineral Spring
Level to 33½ miles.
Wessonville
to Westboro'.
33
Assabet River.
Rise 29 feet per mile to 36¾ m
Hocomocoe Pond.
34

of the town. A good view of the village of Framingham is had across Farm Pond at the 22d mile. At the 23d mile the line strikes

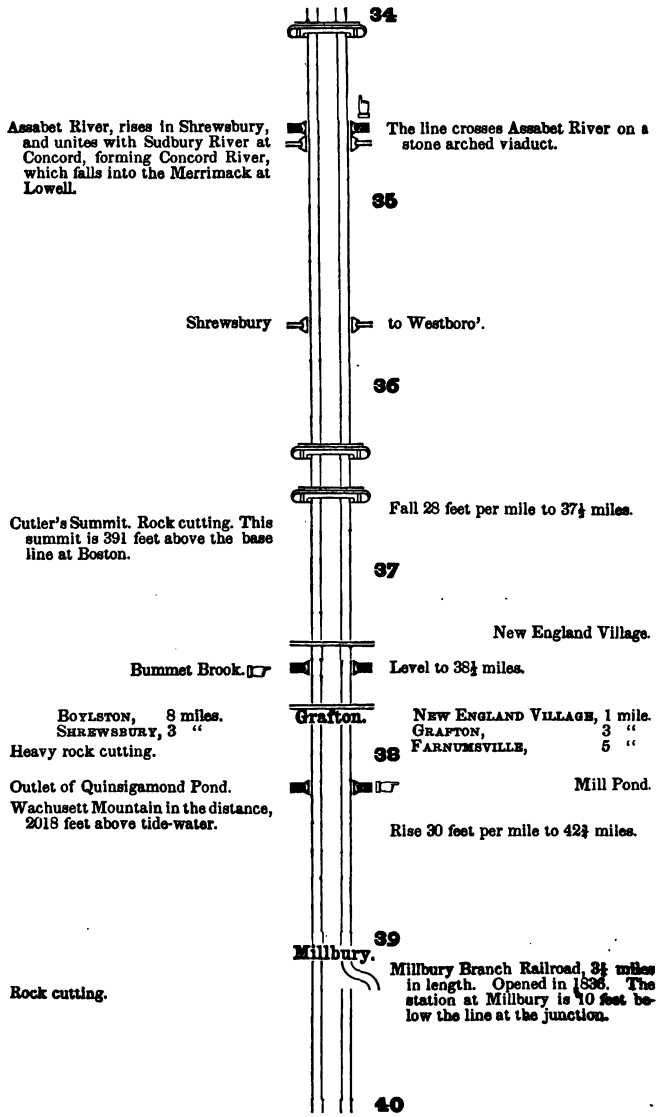
Framingham across Farm Pond.

Sudbury River, which it follows up to its source in Westboro'. It crosses the stream twice before reaching the 24th mile.

Arched Viaduct over Sudbury River.

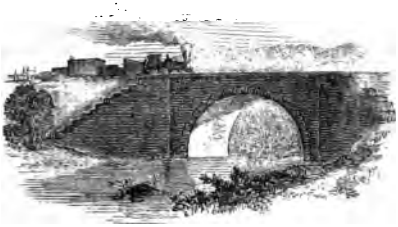
ASHLAND. — This town was set off from Framingham, Hopkinton, and Holliston, in 1846. Every traveller will notice the neatness of the village, the line passing directly through the centre of it.

Ashland Village.

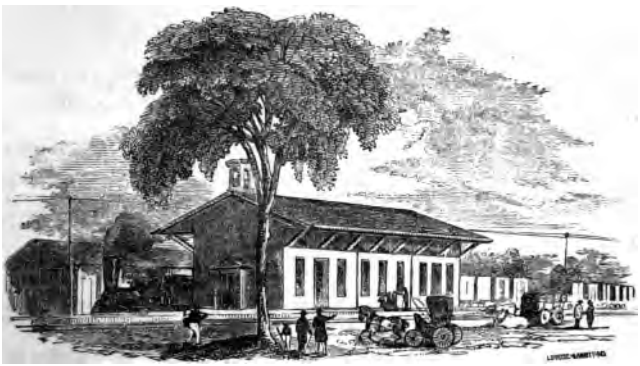

34
Assabet River, rises in Shrewsbury, and unites with Sudbury River at Concord, forming Concord River, which falls into the Merrimack at Lowell.
The line crosses Assabet River on a stone arched viaduct.
35
Shrewsbury
to Westboro'.
36
Fall 28 feet per mile to 37½ miles.
Cutler's Summit. Rock cutting. This summit is 391 feet above the base line at Boston.
37
New England Village.
Bummet Brook.
Level to 38½ miles.
Boylston, 8 miles.
Shrewsbury, 3 "
Grafton.
New England Village, 1 mile.
Grafton, 3 "
Farnumsville, 5 "
Heavy rock cutting.
38
Outlet of Quinsigamond Pond.
Mill Pond.
Wachusett Mountain in the distance, 2018 feet above tide-water.
Rise 30 feet per mile to 42¾ miles.
39
Millbury.
Millbury Branch Railroad, 3¼ miles in length. Opened in 1836. The station at Millbury is 10 feet below the line at the junction.
Rock cutting.
40

We now commence, by an easy ascent, following up the immediate valley of Sudbury River. The road is constructed on the natural surface of the ground for nearly the whole distance, there being very few embankments, and no excavations of importance. The scenery along the road for the first four miles is very interesting, being for the most part cultivated meadows or woodland. At 26 miles the line again crosses Sudbury on a stone arched viaduct, and thence follows the river, now fast losing its size, to SOUTHBORO', the next station. The village is two and a half miles north of the railroad. There are a few manufactories in the town, though the chief employment of the people is in agricultural pursuits. Four miles further, and we reach WESTBORO', a town of considerable importance; the main village, which is a handsome one, being directly upon the road. There are also several other villages of less importance in the town. Hopkinton Mineral Springs are about three

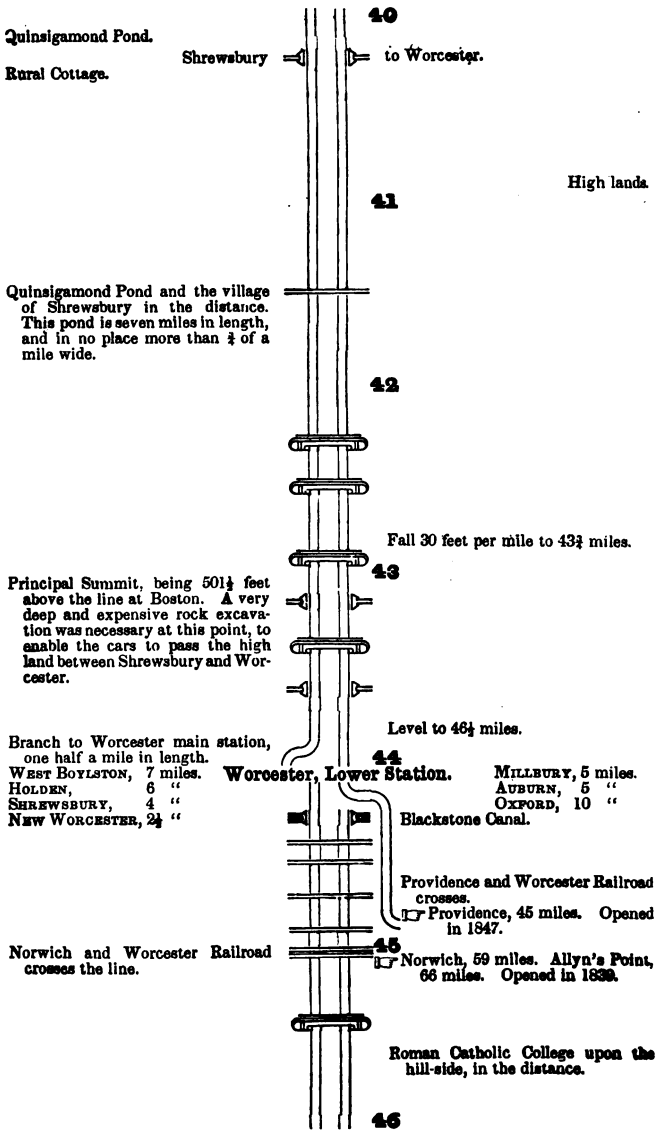
Mill Dam above Ashland.



Crossing above Ashland.



Westboro' Station.

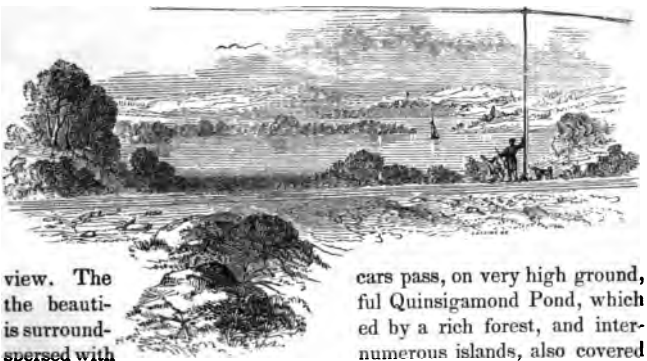

40
Quinsigamond Pond.
Shrewsbury
to Worcester.
Rural Cottage.
High lands.
41
Quinsigamond Pond and the village of Shrewsbury in the distance. This pond is seven miles in length, and in no place more than ¾ of a mile wide.
42
Fall 30 feet per mile to 43¾ miles.
43
Principal Summit, being 501½ feet above the line at Boston. A very deep and expensive rock excavation was necessary at this point, to enable the cars to pass the high land between Shrewsbury and Worcester.
Level to 46¼ miles.
Branch to Worcester main station, one half a mile in length.
44
West Boylston, 7 miles.
Holden, 6 "
Shrewsbury, 4 "
New Worcester, 2½ "
Worcester, Lower Station.
Millbury, 5 miles.
Auburn, 5 "
Oxford, 10 "
Blackstone Canal.
Providence and Worcester Railroad crosses.
Providence, 45 miles. Opened in 1847.
45
Norwich and Worcester Railroad crosses the line.
Norwich, 59 miles. Allyn's Point, 66 miles. Opened in 1839.
Roman Catholic College upon the hill-side, in the distance.
46

miles from this station. They contain carbonic acid, and carbonate of iron and lime. They are three in number, each differing from the other, and are situated near Whitehall Pond. Westboro' is the native place of Eli Whitney, the inventor of the Cotton Gin, a machine for separating the seeds from cotton.

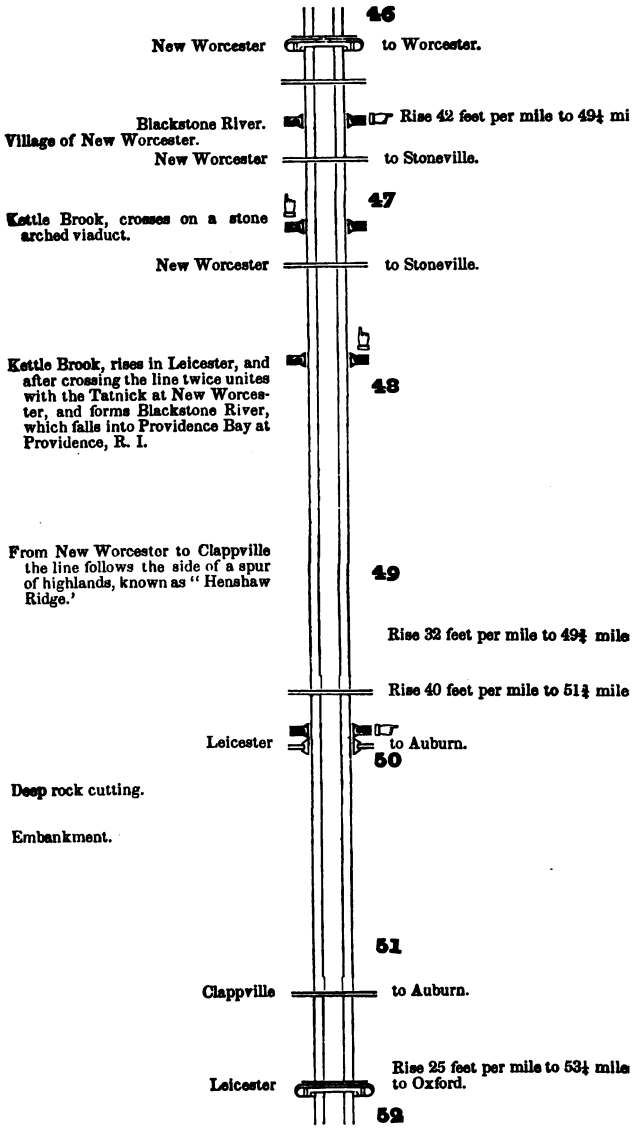
On leaving Westboro' the country becomes more hilly, and a rise of thirty feet per mile is necessary to reach Cutler's Summit, in Grafton, where there is some rock cutting. A short descent brings us to GRAFTON Station, which is in the extreme northern part of the town. This town has a large water-power, New England Village, the principal manufacturing place, being but one mile distant. There is a severe rock cutting a few rods west of this station, and just before crossing the outlet of Quinsigamond Pond. In clear weather the top of Wachusett Mountain, in Princeton, twenty miles distant, can be seen after passing this cutting. Here, also, commences a rise of thirty feet per mile for four miles, to reach the Worcester Summit.

MILLBURY. This station was established principally to set down and take up the passengers over the Millbury Branch Railroad. Only a part of the through trains stop here.

As we rise upon the side of the highlands, the prospect gradually becomes more extended, and very soon one of the most lovely and charming views that it is possible for one to conceive, bursts upon our

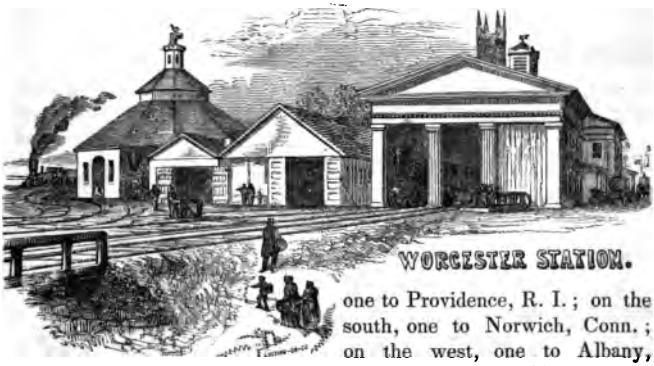


view. The cars pass, on very high ground, the beautiful Quinsigamond Pond, which is surrounded by a rich forest, and interspersed with numerous islands, also covered with trees. On one of the islands is a neat cottage, nestled away among the overhanging branches. Far away, over the pond, upon the hills, the village of Shrewsbury appears; and, with the beautifully undulating country around, completes decidedly the most enchanting picture upon the Worcester road. We soon reach the deep, extensive rock excavation at Worcester Summit, in some places forty feet in depth, with its black perpendicular walls; and, by a descending plane of one mile in length, arrive at WORCESTER. This


46
New Worcester
to Worcester.
Blackstone River.
Rise 42 feet per mile to 49¼ mi
Village of New Worcester.
New Worcester
to Stoneville.
47
Kettle Brook, crosses on a stone arched viaduct.
New Worcester
to Stoneville.
Kettle Brook, rises in Leicester, and after crossing the line twice unites with the Tatnick at New Worcester, and forms Blackstone River, which falls into Providence Bay at Providence, R. I.
48
From New Worcester to Clappville the line follows the side of a spur of highlands, known as "Henshaw Ridge.'
49
Rise 32 feet per mile to 49¾ mile
Rise 40 feet per mile to 51¾ mile
Leicester
to Auburn.
50
Deep rock cutting.
Embankment.
51
Clappville
to Auburn.
Rise 25 feet per mile to 53¼ mile
Leicester
to Oxford.
52

is a large and flourishing town, situated in, and capital of, the county of the same name. Its population in 1847 was 15,643, having doubled in seven years. Worcester is also the centre of a large railroad communication, which tends to make it one of the busiest places in New England. On the east a road extends to Boston; on the south-east,

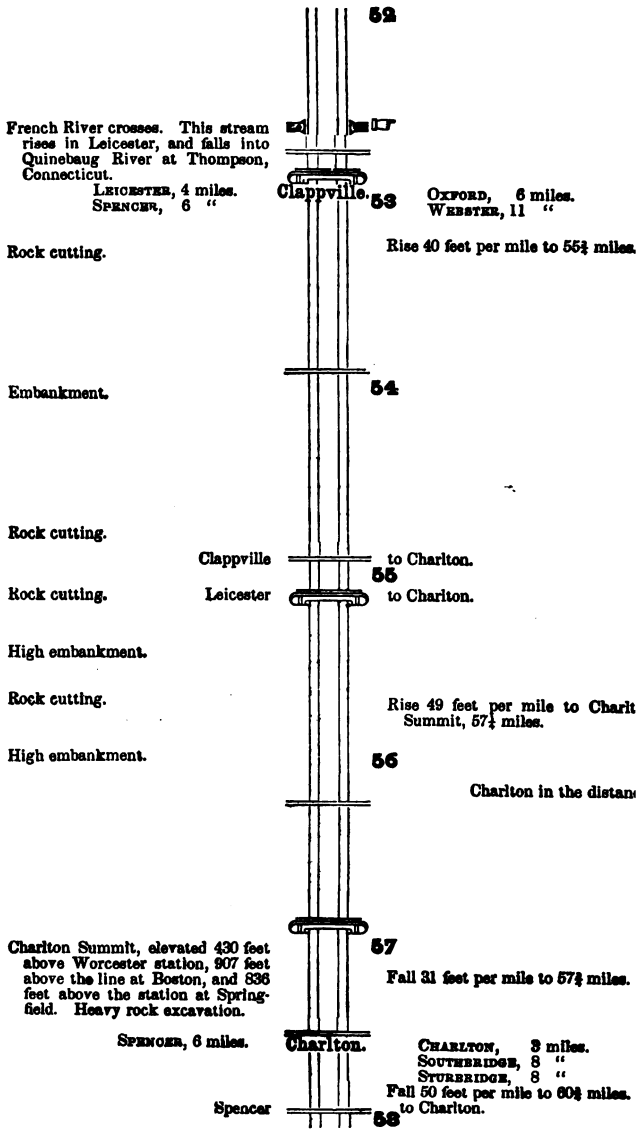
Worcester Summit.



one to Providence, R. I.; on the south, one to Norwich, Conn.; on the west, one to Albany, N. Y., and on the north-east, one to Nashua, N. H. The town is

State Lunatic Hospital.

watered by numerous rivers, which furnish a good and constant water-power. The Blackstone Valley Canal extends from this place to Providence, a distance of 45 miles. Worcester was incorporated as a city in 1848. Its main street is one of great beauty, and the whole


52
French River crosses. This stream rises in Leicester, and falls into Quinebaug River at Thompson, Connecticut.
LEICESTER, 4 miles.
SPENCER, 6 "
Clappville.
53
OXFORD, 6 miles.
WEBSTER, 11 "
Rock cutting.
Rise 40 feet per mile to 55¾ miles.
Embankment.
54
Rock cutting.
Clappville to Charlton.
55
Rock cutting.
Leicester to Charlton.
High embankment.
Rock cutting.
Rise 49 feet per mile to Charlt
Summit, 57¼ miles.
High embankment.
56
Charlton in the distan
57
Charlton Summit, elevated 430 feet above Worcester station, 907 feet above the line at Boston, and 836 feet above the station at Springfield. Heavy rock excavation.
Fall 31 feet per mile to 57¾ miles.
SPENCER, 6 miles.
Charlton.
CHARLTON, 3 miles.
SOUTHBRIDGE, 8 "
STURBRIDGE, 8 "
Fall 50 feet per mile to 60¾ miles.
Spencer to Charlton.
58

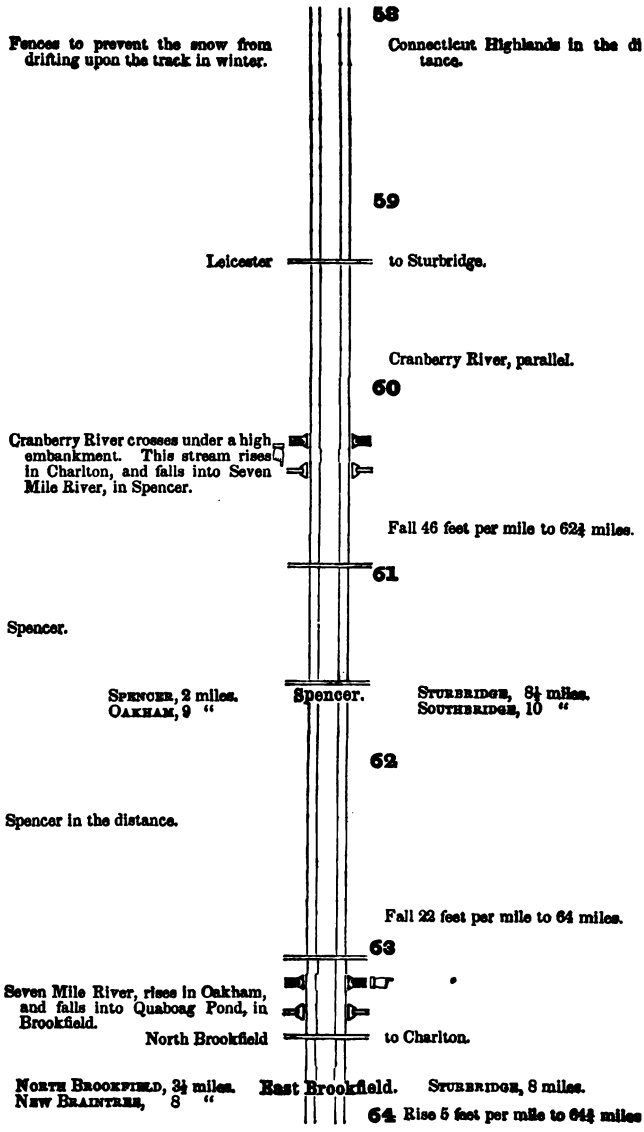
aspect of the town is one of surpassing loveliness. The State Lunatic Hospital, an institution reflecting the highest honor upon the citizens of Massachusetts, is pleasantly situated upon a moderate acclivity on the easterly part of the city, and overlooks the whole. The average number of patients in this institution has been about three hundred and twenty.

At Worcester the Western Rail begins. We have now done with easy grades and level country, and in their place must meet inclinations of forty to eighty feet per mile, — inclinations, in descending which, no steam is used, though a speed of thirty miles an hour, with the "brakes on," is obtained by the force of gravity alone. Soon after leaving Worcester station, an extended prospect appears upon the south side of the line. The valley of the Blackstone River is somewhat below, with the Providence and Norwich Railroads stretching off in the distance. Upon the hill-side, beautifully situated, stands the College of the Holy Cross, a Catholic institution, founded by Bishop Fenwick, and designed for the education of young men for an ecclesiastical or professional course of life. A farm of sixty acres is attached to the College.

Catholic College at Worcester.

At 46½ miles the ascent to Charlton Summit, ten miles distant, commences. The grades vary from 25 to 49 feet to the mile. Here, also, is the village of New Worcester, on the north, situated upon Blackstone River, where there is considerable water-power. A little further on, the road crosses Kettle Brook, on a very pretty stone viaduct, thirty feet above the water. The mile-posts above Worcester are of stone, and placed upon the south side of the line.

One of the greatest difficulties in constructing the Western Railroad, was to pass the high ridge of land between the valleys of Blackstone and Chickopee Rivers. The greatest depression was found to be in Charlton, and this was 452 feet above Worcester sta-


58
Fences to prevent the snow from drifting upon the track in winter.
Connecticut Highlands in the distance.
59
Leicester
to Sturbridge.
Cranberry River, parallel.
60
Cranberry River crosses under a high embankment. This stream rises in Charlton, and falls into Seven Mile River, in Spencer.
Fall 46 feet per mile to 62¾ miles.
61
Spencer.
Spencer, 2 miles.
Oakham, 9 "
Spencer.
Sturbridge, 8½ miles.
Southbridge, 10 "
62
Spencer in the distance.
Fall 22 feet per mile to 64 miles.
63
Seven Mile River, rises in Oakham, and falls into Quaboag Pond, in Brookfield.
North Brookfield
to Charlton.
North Brookfield, 3½ miles.
New Braintree, 8 "
East Brookfield.
Sturbridge, 8 miles.
64 Rise 5 feet per mile to 64¾ miles

Viaduct over Kettle Brook.

tion. The declivity of the country on both sides of the summit, in the proper direction, being too great to attempt to cross directly from one valley to the other, it became necessary to deviate from a direct course, and to conform, in a great degree, to the direction of the mountain ridges. This deviation will be better understood when we consider that from New Worcester to the East Brookfield station, the distance in a direct line is less than eleven miles, while by the railroad it is seventeen, showing a loss of six miles.

The line, as we have stated, passes along the side of a mountain spur known as Henshaw Ridge. The difficulties overcome will appear at almost every mile, both above and below CLAPPVILLE, which is the next stopping place. This is a busy, pleasant, and very roman-

Clappville Factories.

tic little village, situated in the extreme south part of the town of Leicester. There are several woollen factories in various parts of the town, two of which are at Clappville, and an establishment for manufacturing mousline de laine also at C. Machine card manufacturing is carried on extensively here. French River furnishes a fine and constant water-power. Four miles above this station we arrive at Charlton Summit, the highest point attained between Worcester and Springfield. Here we pass the most extensive rock excavation which

64

Five Mile River, rises in Oakham, and falls into Quaboag Pond, in Brookfield.

Fall 12 feet per mile to 65¾ miles

65

Moor's Brook.

Level to 69½ miles.

66

Cranberry Hill.

Chickopee River, close to the in
This river has its rise in Quabc
Pond, about one mile distant, a
after crossing the Western Ra
road NINE times, falls into t
Connecticut River, at Cabotvill

BROOKFIELD, ½ mile.
NORTH BROOKFIELD, 4 "
HARDWICK, 12 "
BARRE, 15 "

Brookfield.

STURBRIDGE, 8 miles.
FISKDALE, 6 "
HOLLAND, 12 "

67

68

Chickopee River, close to the line.

Meadow.

Meadow

69

Coy's Brook, rises in Brookfield.

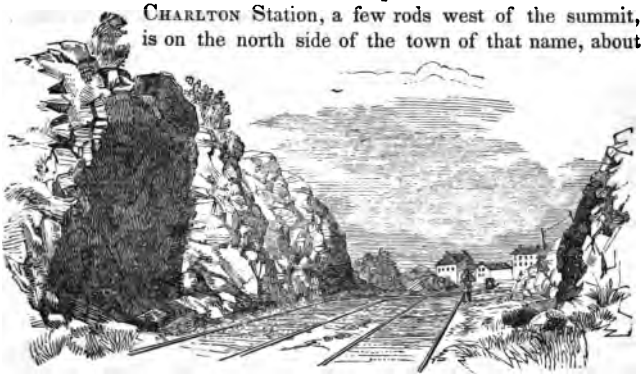
Rise 5 feet per mile to 70½ miles.

WEST BROOKFIELD, ½ mile.
NORTH BROOKFIELD, 4 "
HARDWICK, 9 "

*West Brookfield.

70

occurs between those two places, being at the deepest part 42 feet. The angle at the summit is easily felt as it is passed, there being an immediate change from a rise of 49 feet per mile to a fall of 31 feet. CHARLTON Station, a few rods west of the summit, is on the north side of the town of that name, about

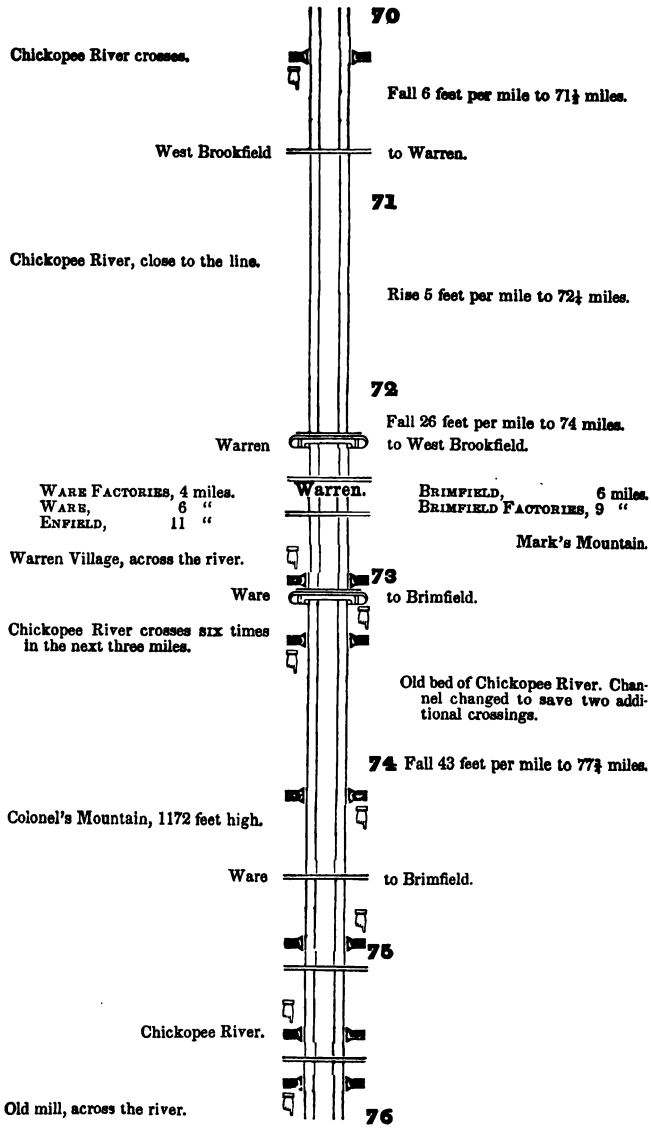


Charlton Summit.

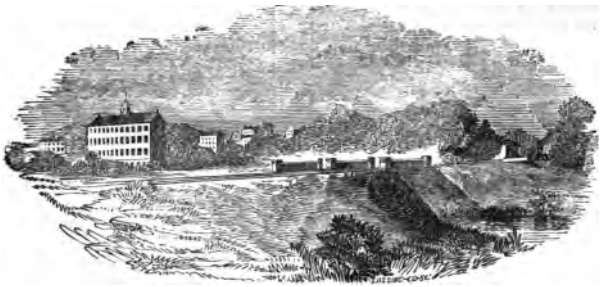
three miles from the centre village. From this station a branch railroad is to be constructed to Southbridge, a distance of ten miles. West of this station, on the south, in clear weather, there is an extensive and interesting prospect. The country appears rugged and broken, though much of the land is cultivated; and the traveller may realize, from the numerous hill-tops in view, that we are now on high land. The accelerated speed of the train, in descending this plane of 50 feet per mile, soon brings us to SPENCER. Just before

Village of Spencer from the Railroad.

arriving at this station, and soon after leaving it, the village, about two miles distant, can be distinctly seen on the north, and makes a fine appearance. This town is elevated, and the surface is rough and uneven, but the soil is very fertile. Two miles further is EAST

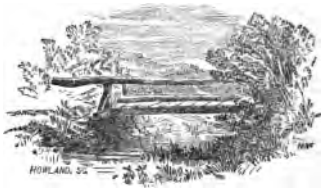

70
Chickopee River crosses.
Fall 6 feet per mile to 71¼ miles.
West Brookfield
to Warren.
71
Chickopee River, close to the line.
Rise 5 feet per mile to 72¼ miles.
72
Fall 26 feet per mile to 74 miles.
Warren
to West Brookfield.
Ware Factories, 4 miles.
Ware, 6 "
Enfield, 11 "
Warren.
Brimfield, 6 miles.
Brimfield Factories, 9 "
Mark's Mountain.
Warren Village, across the river.
73
Ware
to Brimfield.
Chickopee River crosses six times in the next three miles.
Old bed of Chickopee River. Channel changed to save two additional crossings.
74 Fall 43 feet per mile to 77¾ miles.
Colonel's Mountain, 1172 feet high.
Ware
to Brimfield.
75
Chickopee River.
Old mill, across the river.
76

BROOKFIELD. Here the heavy descending grade ceases, and in the next nine miles the track does not vary fifteen feet from a dead level.



At East Brookfield.

This is a thriving village, of recent growth, and has some water-power. It is situated upon the easterly part of the beautiful valley of Chickopee River, which has its rise at Quaboag Pond, two miles to the south. This pond is two miles in circumference. In many places the green meadow is spread quite down to the margin of the water; in others, the shore is very abrupt and rocky, and covered with tall forest trees.

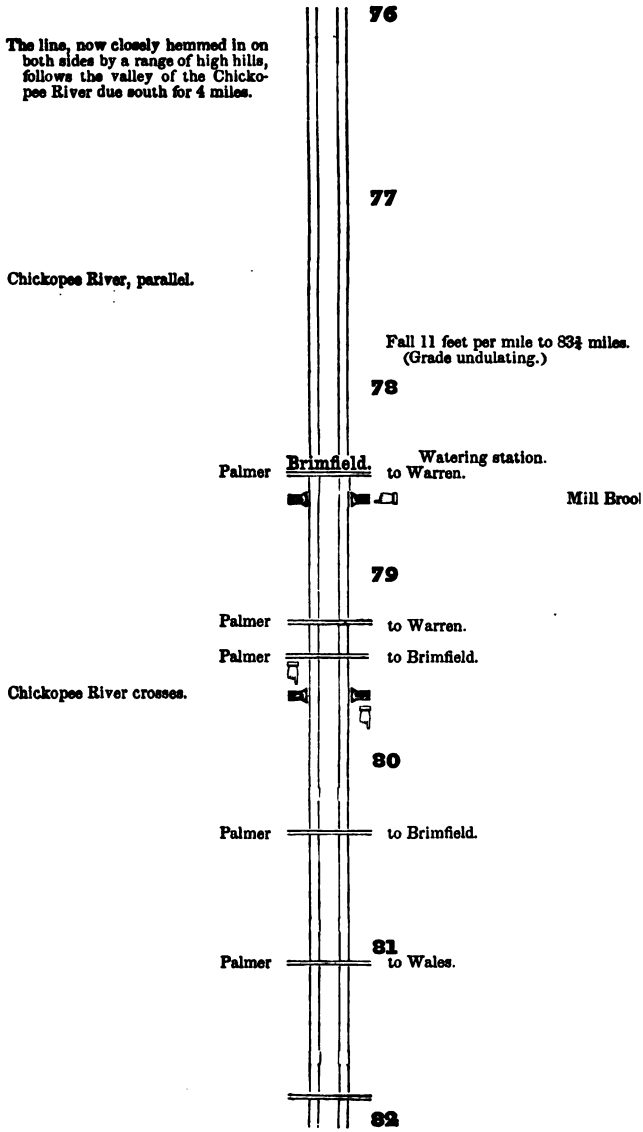


At Brookfield.

Scarcely anything in nature can exceed the beauty of this whole valley in the summer season. The Chickopee River, which in the first eight miles of its course falls but four feet, winds lazily along through the meadows, its glassy surface reflecting the rough images of the range of well wooded hills which shut in the valley on the south, and forms a picture worthy of the painter's art.

At Brookfield Station.

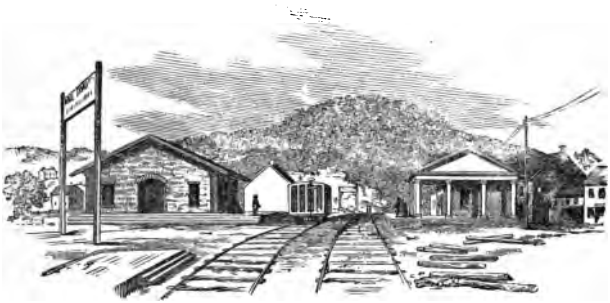
BROOKFIELD, one half a mile from the centre village, is the next station; and three miles further brings us to WEST BROOKFIELD, the half-way station between Worcester and Springfield. The village is half a mile north of the station. During the year 1675 this village was assaulted by a large


76
The line, now closely hemmed in on both sides by a range of high hills, follows the valley of the Chickopee River due south for 4 miles.
77
Chickopee River, parallel.
Fall 11 feet per mile to 83¾ miles. (Grade undulating.)
78
Watering station.
Palmer
Brimfield.
to Warren.
Mill Brook
79
Palmer
to Warren.
Palmer
to Brimfield.
Chickopee River crosses.
80
Palmer
to Brimfield.
81
Palmer
to Wales.
82

body of Indians. The inhabitants collected into one house, which they fortified as well as they could. The Indians, after burning about

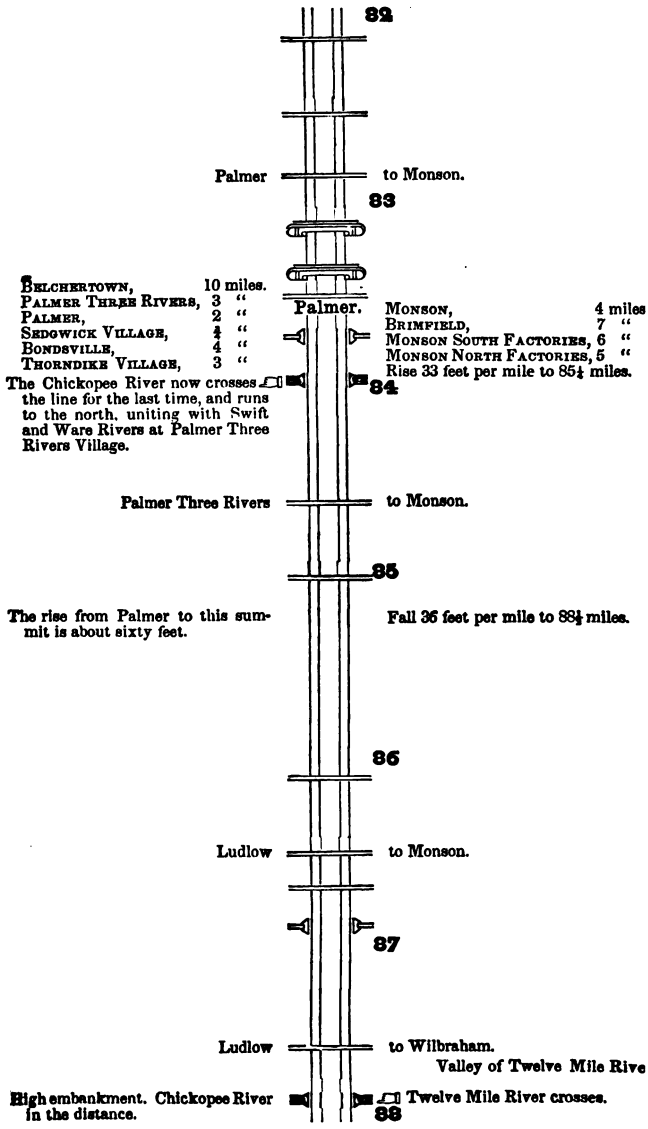
West Brookfield Station.

twenty other buildings, attacked this house. The inhabitants, however, defended themselves with desperate bravery for three days, when, finding all other means ineffectual, the Indians loaded a cart with flax, straw, and other combustibles, set fire to it, and by the aid of long poles fastened together, endeavored to thrust the burning mass against the building. Providentially, a shower of rain fell at that moment and defeated their object, and before the attempt could be renewed, Major Willard arrived from Lancaster with assistance, and the savages were put to flight.



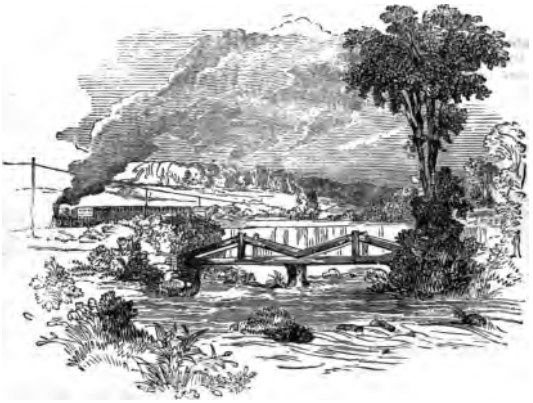
Warren Station and Mountain.

The railroad here crosses Chickopee River, and continues on through a somewhat uneven meadow, to WARREN. This romantic and very pretty village is situated upon both sides of Chickopee River, but a short distance north of the railroad. The ground is very uneven, and there is a beautiful view of the whole extent of this place as we pass along. The river here furnishes an extensive water-power, and


82
Palmer
to Monson.
83
Belchertown, 10 miles.
Palmer Three Rivers, 3 "
Palmer, 2 "
Sedgwick Village, ¾ "
Bondsville, 4 "
Thorndike Village, 3 "
Palmer.
Monson, 4 miles
Brimfield, 7 "
Monson South Factories, 6 "
Monson North Factories, 5 "
Rise 33 feet per mile to 85¼ miles.
The Chickopee River now crosses the line for the last time, and runs to the north, uniting with Swift and Ware Rivers at Palmer Three Rivers Village.
84
Palmer Three Rivers
to Monson.
85
The rise from Palmer to this summit is about sixty feet.
Fall 36 feet per mile to 88¼ miles.
86
Ludlow
to Monson.
87
Ludlow
to Wilbraham.
Valley of Twelve Mile Rive
High embankment. Chickopee River in the distance.
Twelve Mile River crosses.
88

there are several important manufactories in the neighborhood. The Quaboag Seminary, in this village, stands on a slight eminence overlooking the river and village.

At Warren we commence another descending plane, five miles in length, varying from 26 to 43 feet per mile. The Chickopee River, also, which, it will be remembered, falls but four feet in the eight miles past, now commences dropping rapidly, and in the next five miles falls 212 feet; in the next eleven miles the fall is 290 feet.



Dam below Warren.

The line follows close to the river the whole distance to Palmer, eleven miles, and the scenery is wild and romantic. The hills, on both sides, shut down close to the bed of the river, which is crossed by the railroad at almost every bend. Directly opposite the 76th mile-post, on the north bank of the river, stands, a relic of years gone by, an old mill. Surrounded by a dense forest, its ragged appearance and venerable form unconsciously carry the mind of the traveller back to another century; and the thought will arise, that like that old mill, at some distant period, the rugged, fire-fed horse, which now goes thundering daily by, freighted with busy life, will also "pass away;" and the ruins, it may be more complete than these, be gazed and wondered at by generations to come.

Old Mill.

88

Ludlow — to Wilbraham.

Wilbraham Mountain, close to th line. Rock cutting.

Chickopee River, below the line.

Fall 7 feet per mile to 91¼ miles.

Palmer — to Springfield.

LUDLOW, 3 miles.

North Wilbraham. WESLEYAN INSTITUTION, 3 miles
SOUTH WILBRAHAM, 6½ "

89

High embankment. The line now enters the high sandy plain which continues to a point about two miles from Connecticut River.

Chickopee River, parallel. From this point to the 95th mile, the summits of Mount Holyoke and Mount Tom are frequently seen in the distance. These mountains are about 1200 feet high.

90

Chickopee River leaves the line and winds to the north.

91

Rise 14 feet per mile to 92 miles.

JENKSVILLE, 1 mile.
INDIAN ORCHARD, 1½ "
CABOTVILLE, 7 "

Wilbraham.

92 Fall 20 feet per mile to 93¼ miles

Chickopee Falls — to Wilbraham.

93

Pond. — Level to 95¾ miles.

94

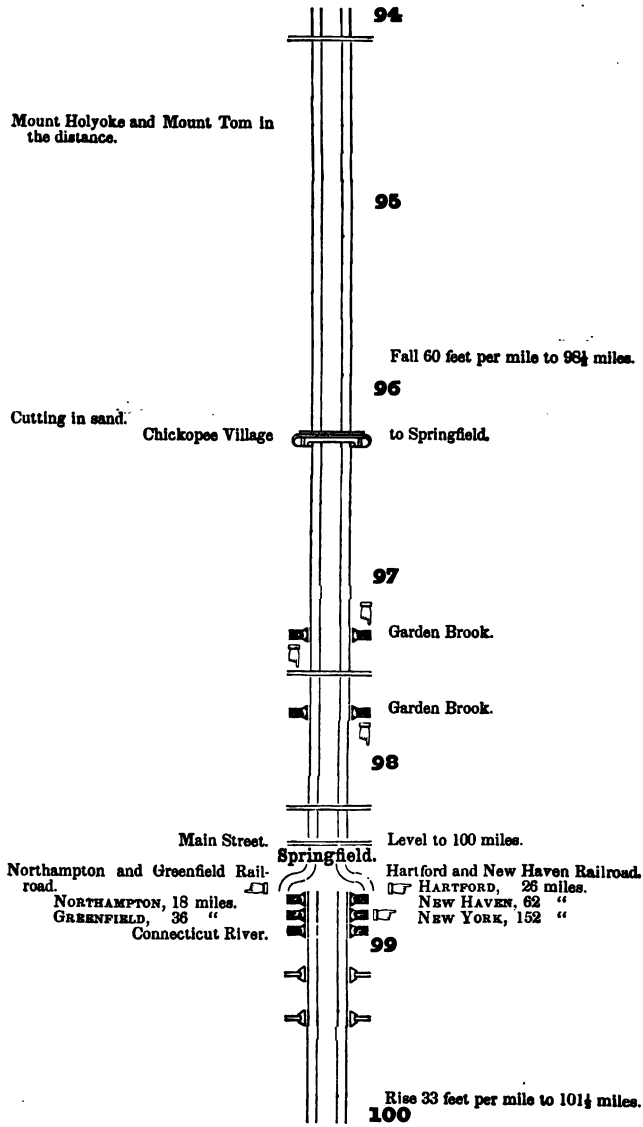
In passing down this plane, the hills upon both sides gradually become more precipitous and rugged, a thick forest lines the road, and for several miles, hardly a vestige of civilization is visible. After passing BRIMFIELD, which is a watering station merely, about midway between Warren and Palmer, where very few of the passenger trains stop, we begin to see occasional intervales which bear evidence of cultivation. The country back from the river, however, continues rough and broken.

At Palmer.

PALMER, our next stopping place, is an important village. It is situated about two miles from the centre of the town, and has grown up almost entirely since the opening of the Western Railroad. Palmer was originally settled by emigrants from Ireland, many of whose descendants remain in the place. The town is crossed by the Chickopee, Ware, and Swift Rivers, and has an extensive water power. There are several flourishing villages within a few miles of the station, where are manufactured, annually, large quantities of cotton and woollen goods, machinery, scythes, iron castings, cars, &c. They are all heavy establishments, and the business is rapidly increasing.

Rude Shed at Palmer.

A few rods below Palmer, the Chickopee River crosses the line, and bends away to the north, to its junction with the Ware and Swift Rivers, at the village of Three Rivers; while the railroad continues on in a direct course across the peninsula thus formed, rising about sixty feet to reach a slight summit. At the 88th mile, the line crosses over Twelve Mile River, on a very high embankment. On the south lies the valley of the river, visible for several miles among the mountains; on the north, considerably below the line in the distance, the Chick-

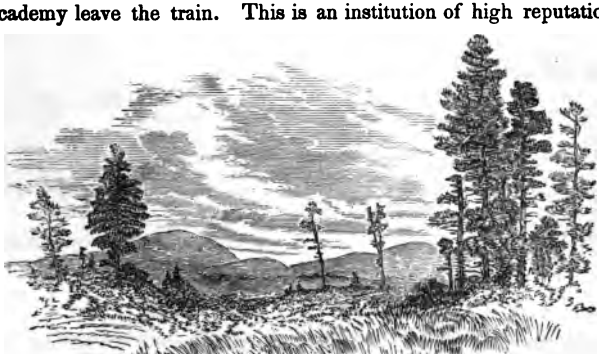

94
Mount Holyoke and Mount Tom in the distance.
95
Fall 60 feet per mile to 98½ miles.
96
Cutting in sand.
Chickopee Village
to Springfield.
97
Garden Brook.
Garden Brook.
98
Main Street.
Level to 100 miles.
Springfield.
Northampton and Greenfield Railroad.
NORTHAMPTON, 18 miles.
GREENFIELD, 36 "
Connecticut River.
Hartford and New Haven Railroad.
HARTFORD, 26 miles.
NEW HAVEN, 62 "
NEW YORK, 152 "
99
Rise 33 feet per mile to 101½ miles.
100

opee River, having made its circuit, returns to the south; and, at the point of Wilbraham Mountain, now near at hand, it is again close to the line. It was at this spot where the Chickopee River is nearest, and "below the line," that Marcus Lyon, of Woodstock Ct was murdered, in 1805, by two Irishmen.

Chickopee River, at 88th Mile.

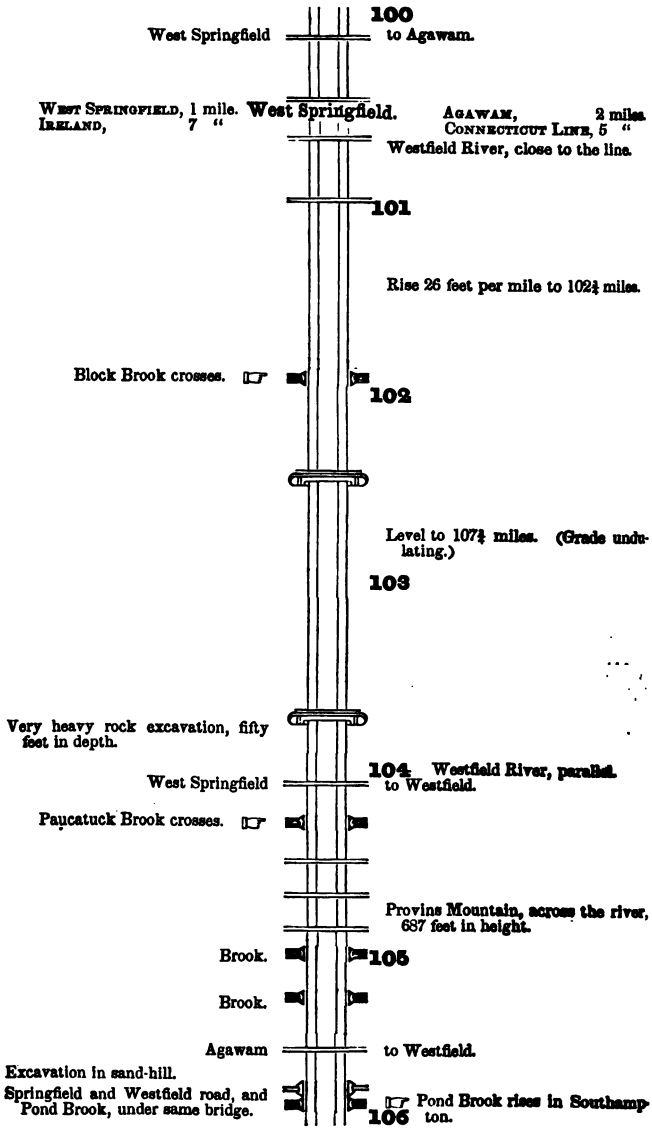
Young Lyon was on horseback, in the road, returning to his home, when the assassins shot him with a pistol, pulled him from his horse, and with a huge club mangled his head in a shocking manner. They afterwards rifled his pockets, turned his horse into a pasture, and dragged the dead body to the river, where they sank it with flat stones. The murderers, whose names were Daley and Halligan, were afterwards arrested, tried and executed, at Northampton.

At North Willbraham Station, passengers for the Wesleyan Academy leave the train. This is an institution of high reputation.



Mt. Tom. Mt. Holyoke.

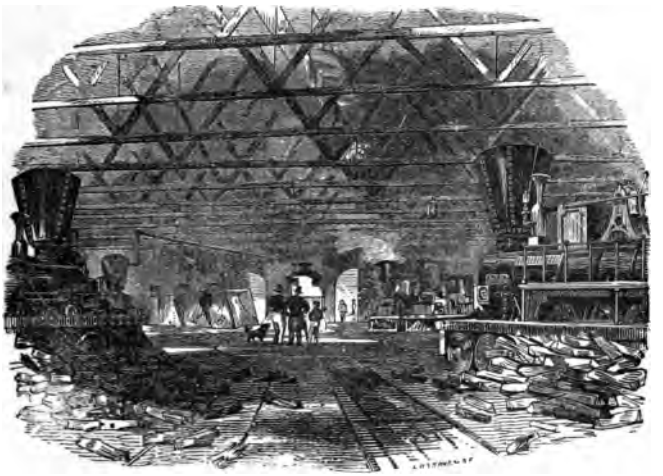
It has considerable funds, and about two hundred and fifty scholars


100
West Springfield
to Agawam.
West Springfield, 1 mile.
Ireland, 7 "
West Springfield.
Agawam, 2 miles.
Connecticut Line, 5 "
Westfield River, close to the line.
101
Rise 26 feet per mile to 102¾ miles.
Block Brook crosses.
102
Level to 107¾ miles. (Grade undulating.)
103
Very heavy rock excavation, fifty feet in depth.
104
Westfield River, parallel.
West Springfield
to Westfield.
Paucatuck Brook crosses.
Provins Mountain, across the river, 687 feet in height.
Brook.
105
Brook.
Agawam
to Westfield.
Excavation in sand-hill.
Springfield and Westfield road, and Pond Brook, under same bridge.
106
Pond Brook rises in Southampton.

attend throughout the year. Soon after leaving this station the summits of Mount Holyoke, and Mount Tom can be seen on the north. These mountains are about twenty miles distant, Holyoke being upon the east, and Mt. Tom on the west, side of Connecticut River. In clear weather, their tops can be frequently seen, in passing from the 90th to the 95th mile.

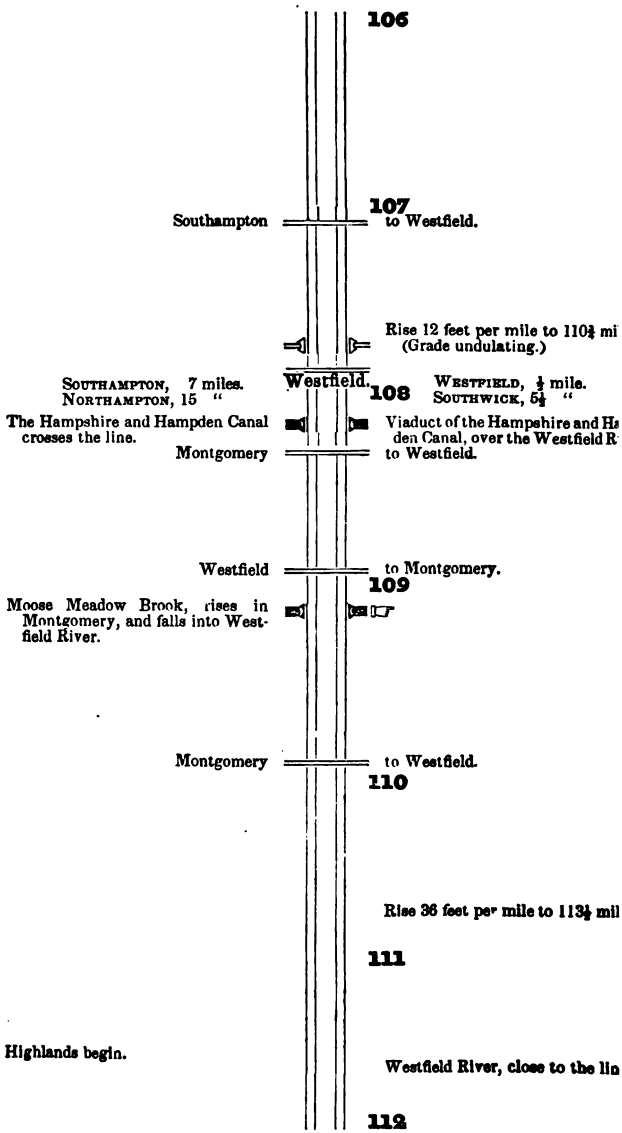
WILLBRAHAM, the next station, is in the extreme north-west corner of the town. The village of Jenksville, in Ludlow, is only one mile distant. At Indian Orchard, half a mile beyond Jenksville, is a large and very valuable water power. A company has been formed to improve it, and a stone dam built across the entire river. It will doubtless become in a few years a thriving manufacturing place. A ride of four miles over an uninteresting level country, brings us to the beginning of a descending plane of sixty feet per mile, and nearly three miles in length, which terminates at Springfield. As the cars stop here about three quarters of an hour, the traveller has ample time to dine.

SPRINGFIELD is in every respect the most important place upon this route. It is situated upon the eastern bank of Connecticut River,



Interior of Engine House, at Springfield.

nearly midway between Boston and Albany. It has a railroad upon the north, up the valley of the Connecticut to Northampton and Greenfield; on the east, one to Boston; on the south, one to Hartford and New Haven; and on the west, one to Albany: all of which centre at


106
107
Southampton
to Westfield.
Rise 12 feet per mile to 110¾ mi
(Grade undulating.)
SOUTHAMPTON, 7 miles.
NORTHAMPTON, 15 "
Westfield.
108
WESTFIELD, ½ mile.
SOUTHWICK, 5½ "
The Hampshire and Hampden Canal crosses the line.
Viaduct of the Hampshire and Ha
den Canal, over the Westfield R
Montgomery
to Westfield.
Westfield
to Montgomery.
109
Moose Meadow Brook, rises in Montgomery, and falls into Westfield River.
Montgomery
to Westfield.
110
Rise 36 feet per mile to 113½ mil
111
Highlands begin.
Westfield River, close to the lin
112

one station, in the north part of the village. The business part of the town is on Main street, which is nearly three miles in length, very spacious, and contains many elegant buildings. The street runs parallel with the river, and on the east the land rises with a gradual slope; on which, overlooking the town and river, are many handsome private dwellings. The United States Armory, the largest and most important of the kind in the Union, stands on high ground, about half a mile east from Main street. The buildings are of brick, neatly arranged around a square. From the cupola of one of them there is a delightful view of the surrounding country. From twelve to fifteen thousand muskets are annually manufactured here; and one hundred and fifty thousand are stored in the arsenals connected with the establishment.

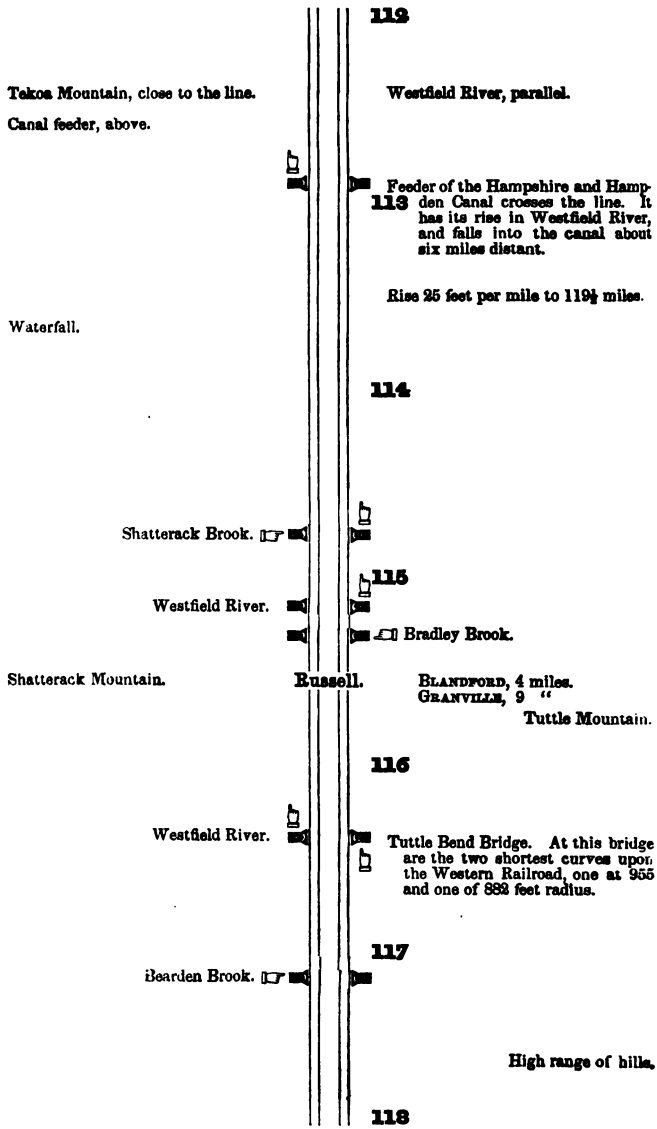
The town of Springfield has an immense water power, and cotton goods, paper, iron castings, brass cannon, machinery, &c., are manufactured to a great extent in various parts of the town. Population in 1845, 14,703.

At Springfield, the Western Railroad company have erected numerous large freight and car houses, a large machine shop, a circular engine house, besides other necessary buildings; the whole covering several acres of ground. The bridge over the Connecticut River is a fine

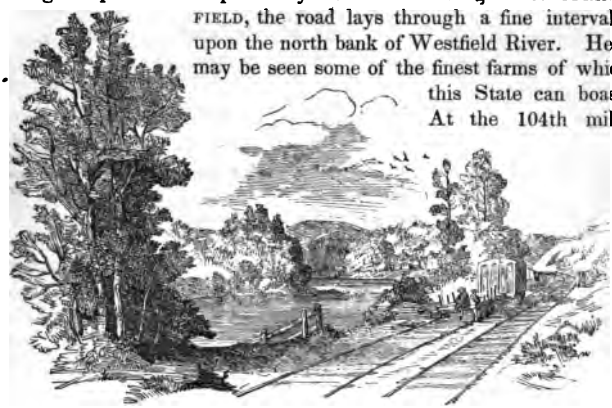
Connecticut River Bridge.

piece of work. It is constructed of truss frame, for one track only, 1264 feet long, of seven spans 180 feet each. The flooring is thirty feet above the water, and is covered with tin. The piers, of which there are six, are of hewn granite, laid in hydraulic cement, and of great strength; deemed sufficient to resist the pressure of the ice and current in the greatest freshets. This bridge cost $131,612.

After crossing the Connecticut, we commence by a gradual ascent, moderate for the first twelve miles, the rise to Washington Summit—


112
Tekoa Mountain, close to the line.
Canal feeder, above.
Westfield River, parallel.
Feeder of the Hampshire and Hampden Canal crosses the line. It has its rise in Westfield River, and falls into the canal about six miles distant.
113
Rise 25 feet per mile to 119½ miles.
Waterfall.
114
Shatterack Brook.
115
Westfield River.
Bradley Brook.
Shatterack Mountain.
Russell.
Blandford, 4 miles.
Granville, 9 "
Tuttle Mountain.
116
Westfield River.
Tuttle Bend Bridge. At this bridge are the two shortest curves upon the Western Railroad, one at 955 and one of 882 feet radius.
117
Bearden Brook.
High range of hills.
118

the highest point of land passed by the cars. Passing WEST SPRINGFIELD, the road lays through a fine intervale, upon the north bank of Westfield River. Here may be seen some of the finest farms of which this State can boast. At the 104th mile,



Westfield River from West Springfield Station.

there is a very deep ledge of hard rock, cut through for the passage of the cars. This ledge, at the highest point, is 55 feet above the track. Vestiges of the rude huts once inhabited by workmen upon this road, are now occasionally seen skirting the track.

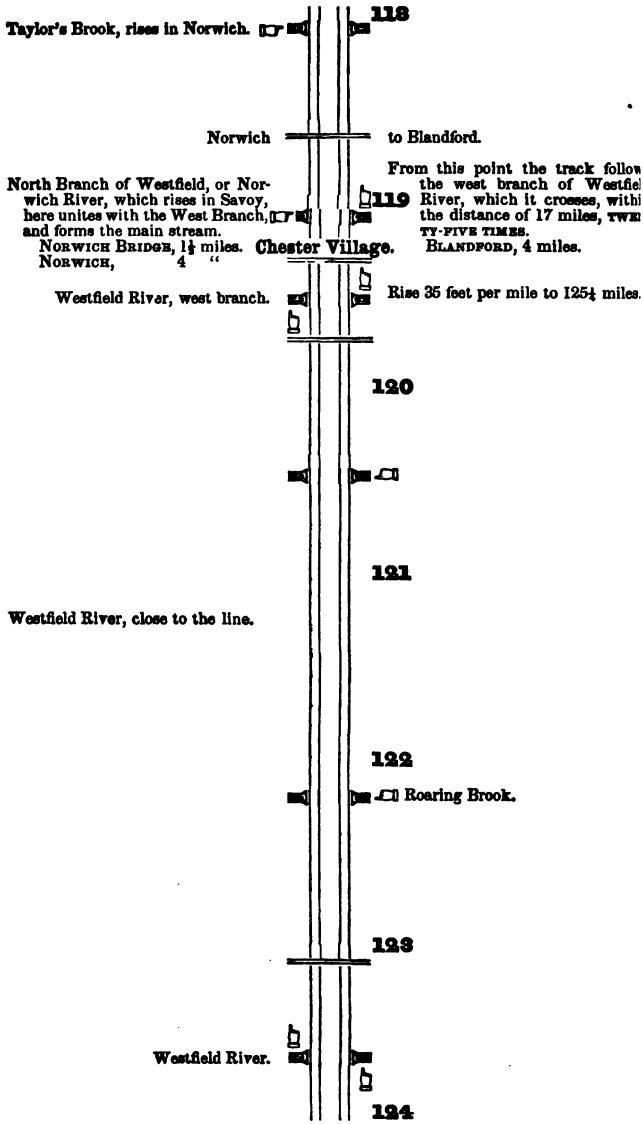
Bridge over Block Brook.

WESTFIELD. This town is beautifully situated in a basin, about four miles in diameter, surrounded by high hills. The principal village is about half a mile south from the station. It is a handsome place, and fast increasing in wealth and population.

Rock Cutting, at 104th mile.

Irish Hut.

The Hampshire and Hampden Canal passes through the town, and crosses the railroad a few rods west of the station. This canal extends from New Haven, Conn., to Northampton, Mass., is 78 miles in length, and cost $600,000. This was once considered good property, but the introduction of railroads has been a fatal blow to it, and it is now almost valueless.

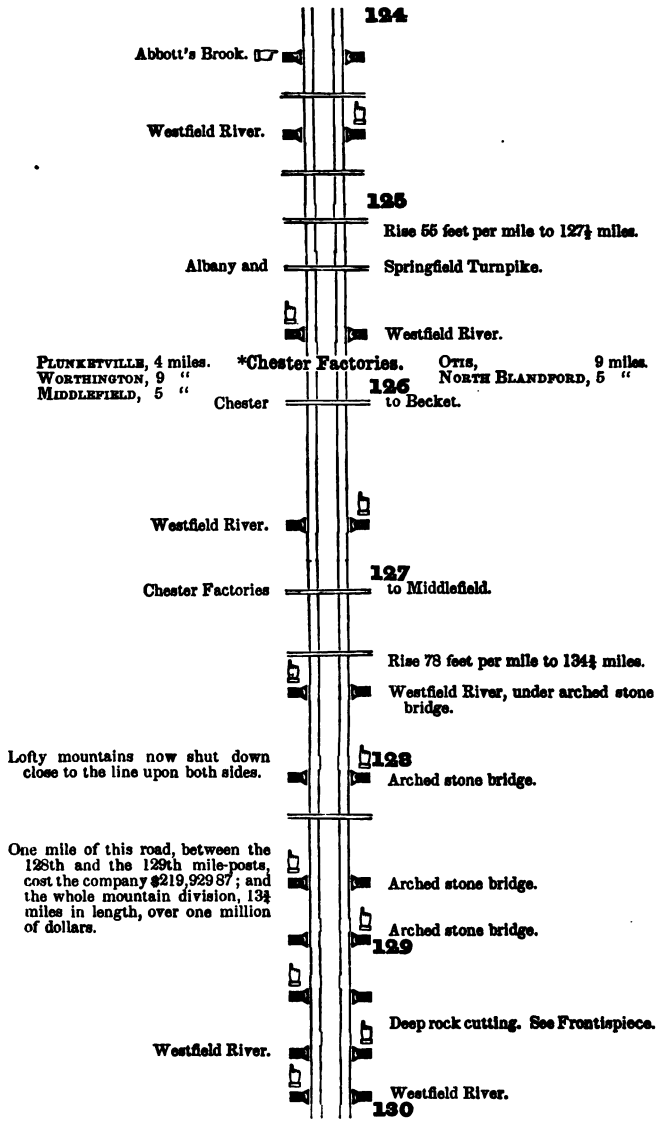

118
Taylor's Brook, rises in Norwich.
Norwich
to Blandford.
From this point the track follow
the west branch of Westfiel
River, which it crosses, withi
the distance of 17 miles, TWE
TY-FIVE TIMES.
North Branch of Westfield, or Nor-
wich River, which rises in Savoy,
here unites with the West Branch,
and forms the main stream.
119
NORWICH BRIDGE, 1¼ miles.
NORWICH, 4 "
Chester Village.
BLANDFORD, 4 miles.
Westfield River, west branch.
Rise 35 feet per mile to 125¼ miles.
120
121
Westfield River, close to the line.
122
Roaring Brook.
123
Westfield River.
124

At 109 miles the line crosses over Moose Meadow brook, a stream of considerable size, and continues on through the meadows; the hills, however, gradually closing in. At the 111th mile post the light grade ends, and we enter upon the heavy grades up the rugged and uneven mountain's side. For the next 27 miles there is no grade less than 25 feet to the mile, the rise in that distance being 1270 feet. Here the mountains shut in on both sides of the river, and the line continues on the north bank, along the precipitous side of Tekoa Mountain, where there is scarcely room for a road to be built. Higher up, the canal feeder winds round the rocky side of the hill. Just before arriving at RUSSELL, the road crosses the river, for the first time, on a rude bridge; underneath which, the stream in tumbling over its

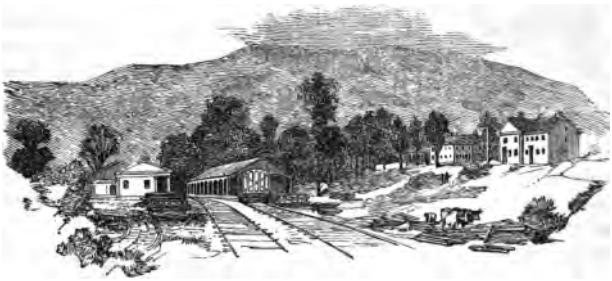
Westfield Station.

Bridge over Moose Meadow Brook.

Bridge at Russell.


124
Abbott's Brook.
Westfield River.
125
Rise 55 feet per mile to 127½ miles.
Albany and
Springfield Turnpike.
Westfield River.
PLUNKETVILLE, 4 miles.
WORTHINGTON, 9 "
MIDDLEFIELD, 5 "
*Chester Factories.
OTIS, 9 miles.
NORTH BLANDFORD, 5 "
126
Chester
to Becket.
Westfield River.
127
Chester Factories
to Middlefield.
Rise 78 feet per mile to 134¼ miles.
Westfield River, under arched stone bridge.
Lofty mountains now shut down close to the line upon both sides.
128
Arched stone bridge.
One mile of this road, between the 128th and the 129th mile-posts, cost the company $219,929 87; and the whole mountain division, 13¾ miles in length, over one million of dollars.
Arched stone bridge.
Arched stone bridge.
129
Deep rock cutting. See Frontispiece.
Westfield River.
Westfield River.
130

rocky bed, forms a very romantic fall. Russell station is in the north part of the town, between two high mountains which approach very near each other; Shatterack Mountain upon the north, and Tuttle Mountain on the south side of the river. There are very few build-

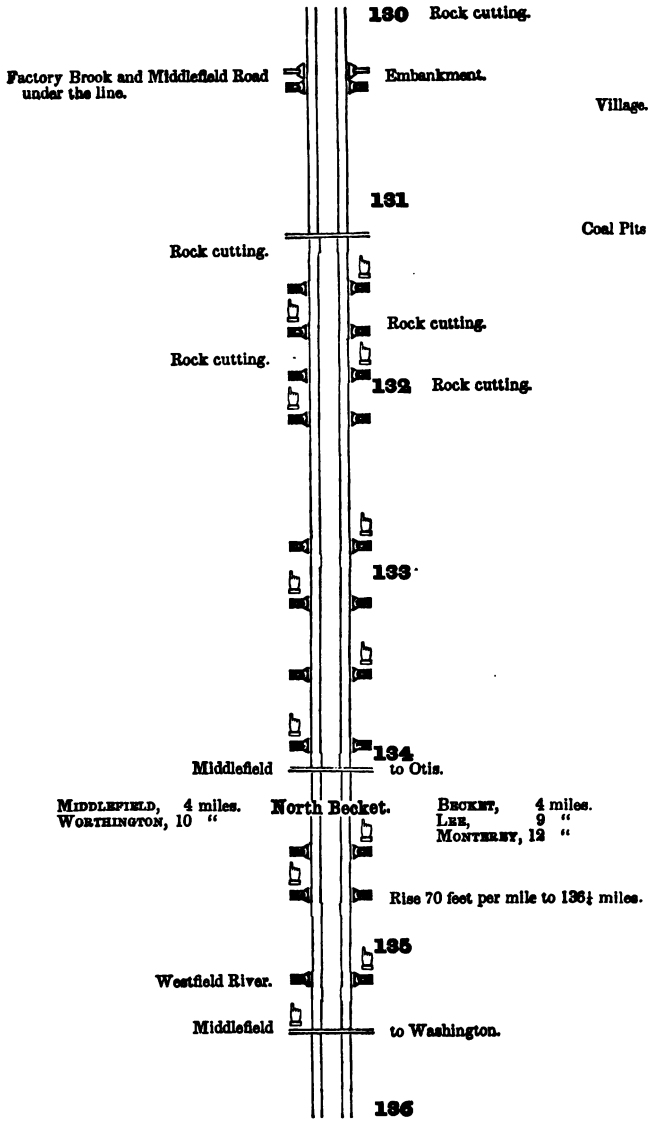


Russell Station and Village.

ings in the vicinity; and the whole appearance of the place is in the highest degree wild and picturesque. It is, indeed, a charming spot; and to those who would, for a few days, leave the hot walls and the din of city life behind, and wander alone, among the wild woods and giant mountains of the country, as God made them, this place, above all others upon the line, is preferable.

At Tuttle Bend Bridge, a short distance west of this station, the road re-crosses the river, and continues up the northern bank as at first. About two miles above Russell, there is a beautiful fall of the Westfield River, in full view of the cars on the south side, as we pass along. The rocky points project in all directions, and the water from above, as it tumbles along, is whitened with foam, and makes an interesting appearance. On the opposite side are several mills, finely located. At the 119th mile, the line crosses over the north branch of the Westfield River, and from thence to the summit continues up the west branch, crossing it, in a distance of seventeen miles, twenty-four times.

Falls above Russell.


130 Rock cutting.
Factory Brook and Middlefield Road under the line.
Embankment.
Village.
131
Coal Pits
Rock cutting.
Rock cutting.
Rock cutting.
132 Rock cutting.
133
134
Middlefield
to Otis.
MIDDLEFIELD, 4 miles.
WORTHINGTON, 10 "
North Becket.
BECKET, 4 miles.
LEE, 9 "
MONTEREY, 12 "
Rise 70 feet per mile to 136¼ miles.
135
Westfield River.
Middlefield
to Washington.
136

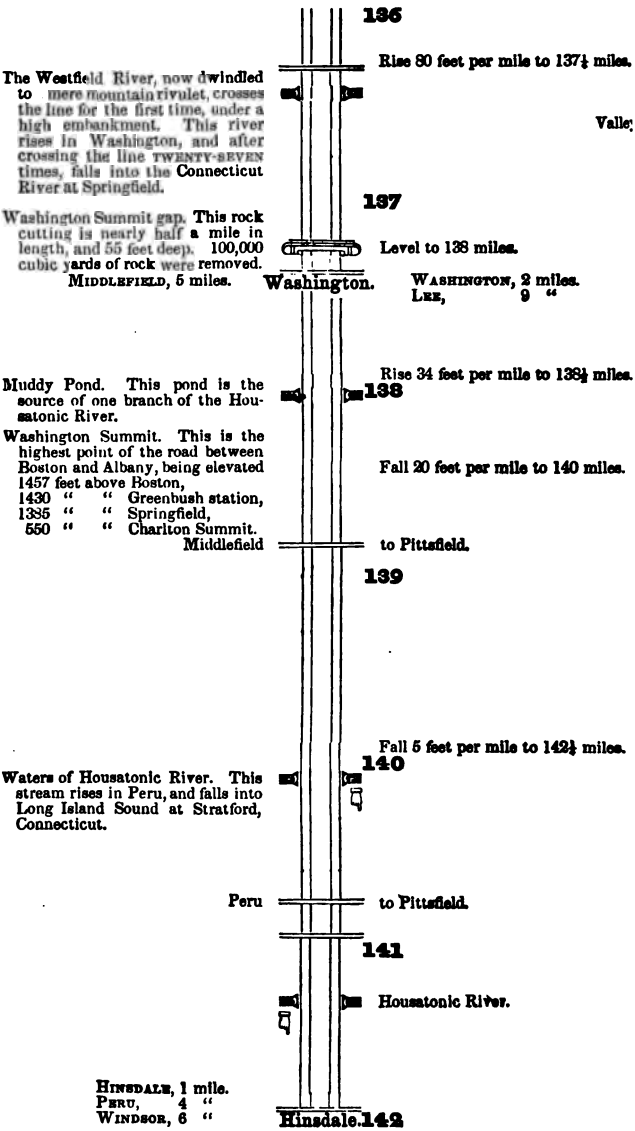
CHESTER VILLAGE, the next station, is a flourishing manufacturing place, surrounded by hills, and directly upon the railroad. It is in the extreme south eastern part of the town, some of the buildings being in Blandford. The line now again crosses the river, and continues for several miles, at a rise of 35 feet per mile, along the base of the Blandford Mountains, which close down quite to the river, and which are very steep and heavily wooded. On the north bank, also, a chain of hills, nearly as formidable, close the river in a narrow channel. If the traveller can catch a glimpse of Roaring Brook, which comes tumbling down the mountain side, nearly perpendicular for several hundred feet, on the south side of the track, near the 122d mile, he will be able to judge of the precipitous character of these hills. Before arriving at next station, however, they recede somewhat from the stream, and the country again appears more open. CHESTER FACTORIES is another thriving village, directly upon the road. It is the halfway station between Springfield and Pittsfield. As it is also at the bottom of the heavy mountain section grades, a stop of several minutes is required to prepare for the ascent. Like all other small villages upon the line of the Western Railroad, Chester Factories has rapidly increased in wealth and business since its completion. There is a large amount of water power at almost any point in this vicinity.


Rabbit Knoll Bridge.

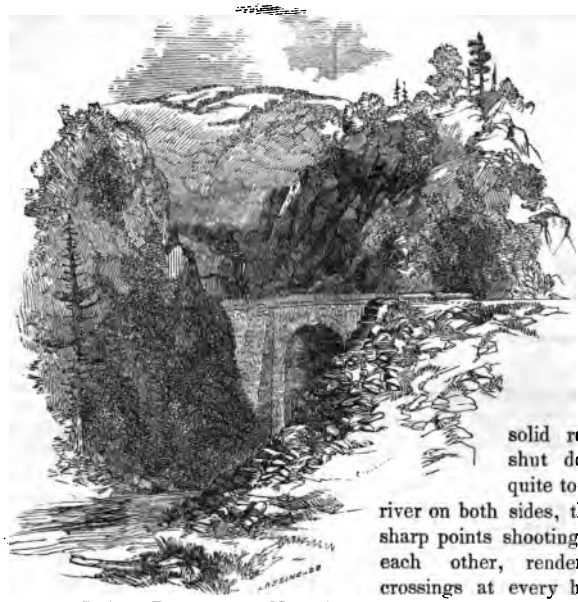

Roaring Brook.

Leaving this station, we pass along through a narrow meadow for a mile and a half, and at 127½ miles, through a deep rock cutting, and immediately over a stone arched bridge, sixty feet above the river, we enter the mountain section. No language that we are master of could give the traveller any proper description of the


Chester Factories Station.


136
Rise 80 feet per mile to 137¼ miles.
The Westfield River, now dwindled to mere mountain rivulet, crosses the line for the first time, under a high embankment. This river rises in Washington, and after crossing the line TWENTY-SEVEN times, falls into the Connecticut River at Springfield.
Valley
137
Washington Summit gap. This rock cutting is nearly half a mile in length, and 55 feet deep. 100,000 cubic yards of rock were removed.
Level to 138 miles.
MIDDLEFIELD, 5 miles.
Washington.
WASHINGTON, 2 miles.
LEE, 9 "
Rise 34 feet per mile to 138½ miles.
Muddy Pond. This pond is the source of one branch of the Housatonic River.
138
Washington Summit. This is the highest point of the road between Boston and Albany, being elevated
1457 feet above Boston,
1430 " " Greenbush station,
1385 " " Springfield,
550 " " Charlton Summit.
Fall 20 feet per mile to 140 miles.
Middlefield
to Pittsfield.
139
Fall 5 feet per mile to 142½ miles.
140
Waters of Housatonic River. This stream rises in Peru, and falls into Long Island Sound at Stratford, Connecticut.
Peru
to Pittsfield.
141
Housatonic River.
HINSDALE, 1 mile.
PERU, 4 "
WINDSOR, 6 "
Hinsdale.
142

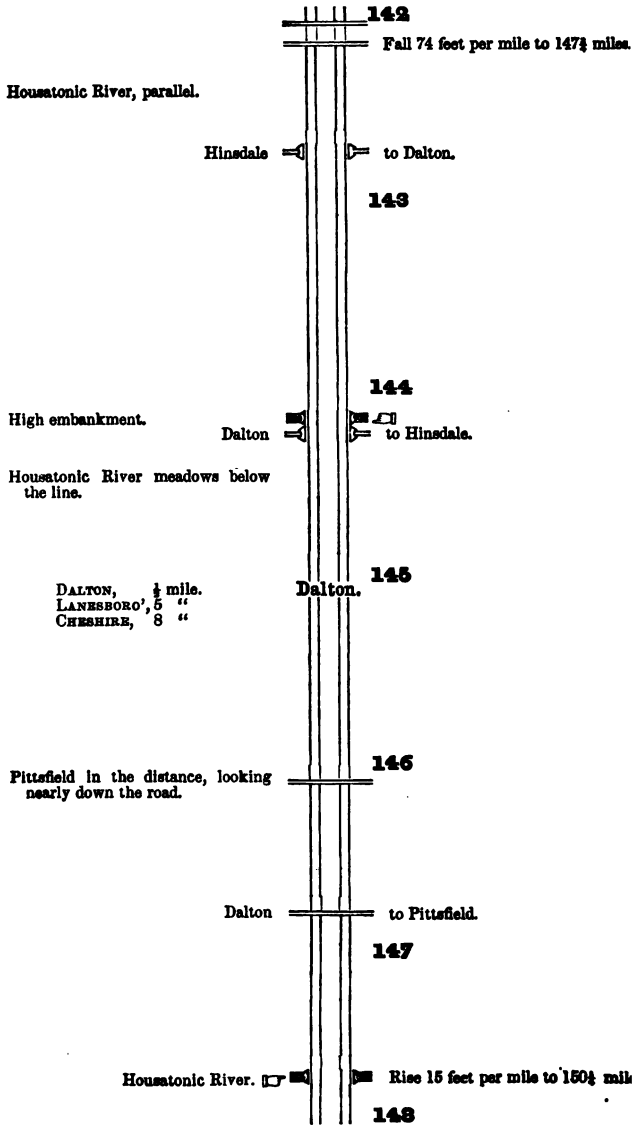
wildness, the grandeur, or the obstacles surmounted in the construction of this portion of the route. The river is exceedingly crooked, and the lofty mountains, which are very steep and rugged, and of



First Stone Bridge — Entrance to the Mountains.

solid rock, shut down quite to the river on both sides, their sharp points shooting by each other, rendering crossings at every bend of the stream indispensable. In addition to this, the points of the hills must be cut away, and for many miles these rock cuttings and bridges follow each other in regular and rapid succession. The grade here is 80 feet per mile, and, although the track is sixty feet above the river at the bottom, yet, so rapidly does the water fall, that at Mc'Elwain's Mills, about five miles distant, the grade is but 2½ feet above the mill dam. Nor does the passing traveller, hurling along rapidly as he is, see much of the beauty of this mountain gorge. It is not until he has seen, from the base of these mighty structures of art, the passage of the cars, that their magnificence is really felt. Miss Sedgwick thus happily describes the passage up the valley of this river:

"After leaving the wide meadows of the Connecticut, basking in their rich inheritance of alluvial soil, and unimpeded sunshine, you wind through the narrow valleys of the Westfield River, with masses of mountains before you, and woodland heights crowding in upon you, so that at every puff of the engine


142
Fall 74 feet per mile to 147¼ miles.
Housatonic River, parallel.
Hinsdale
to Dalton.
143
144
High embankment.
Dalton
to Hinsdale.
Housatonic River meadows below the line.
145
Dalton.
DALTON, ½ mile.
LANESBORO', 5 "
CHESHIRE, 8 "
146
Pittsfield in the distance, looking nearly down the road.
Dalton
to Pittsfield.
147
Housatonic River.
Rise 15 feet per mile to 150¼ mil
148

the passage visibly contracts. The huge stones in its wide channel, which have been torn up and rolled down by the sweeping torrents of spring and autumn, lie bared and whitening in the summer's sun. You cross and recross it, as in its deviations it leaves space on one side or the other for a practicable road.

"At Chester Factories, you begin your ascent of eighty feet in a mile, for thirteen miles. The stream between you and the precipitous hillside, cramped into its rocky bed, is one of the tributaries of the Westfield River. As you trace this stream to its mountain-home, it dashes along beside you with the recklessness of childhood. It leaps down precipices, runs forth laughing in the dimpling sunshine, and then, shy as a mountain nymph, it dodges behind a knotty copse of evergreens. In approaching the summit level, you traverse bridges built a hundred feet above other mountain streams, tearing along their deep-worn beds; and at the 'deep cut,' your passage is hewn through solid rocks, whose mighty walls frown over you.

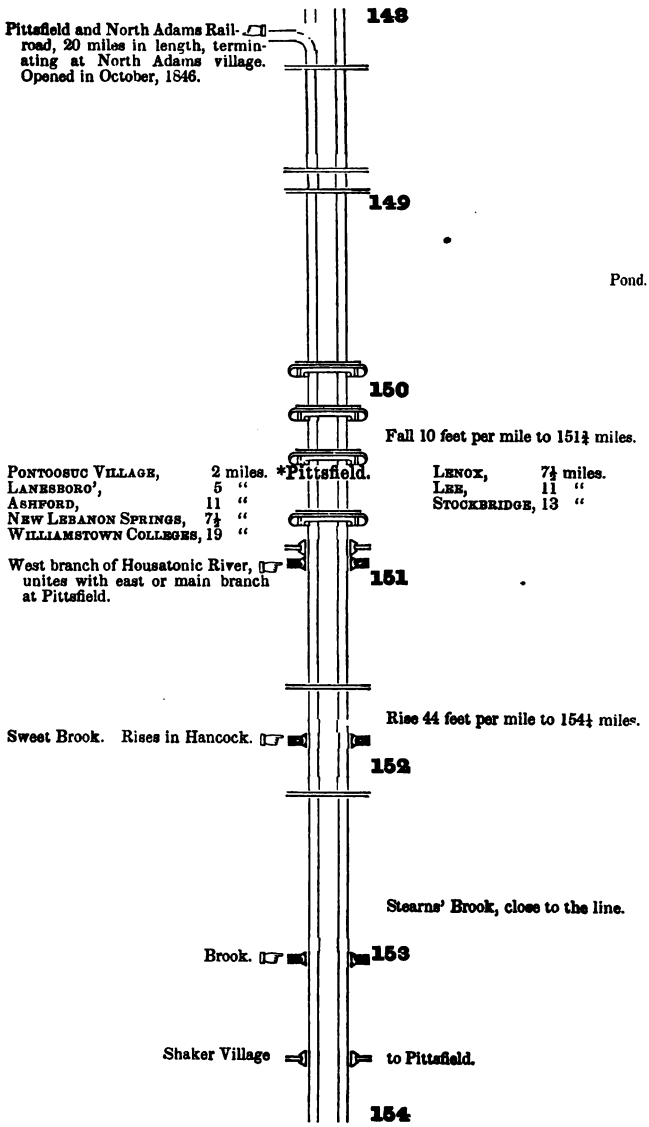
The Alpine character of the river strikes you.

Third Stone Bridge.

"Mountain scenery changes with every changing season — we might almost say with every change of atmosphere. In the spring, while the skirts of winter still hang over this high-cold region, and the trees seem afraid to put out their buds, the river breaks forth from its icy bars, and leaps and rushes on as if with conscious joy for its recovered liberty. It is the first sound that breaks upon the wearisome lingering of winter, and its music strikes upon the ear like the sweetest of human sounds, the morning song of a child waking one from a dreary dream.

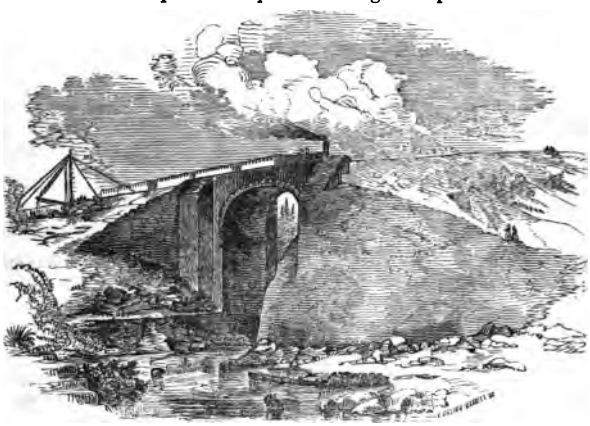
"In summer, as there is little on these savage hills of what is peculiar to summer, flowers and fruitfulness, it is a happy chance to make this pass when piles of clouds hide the hot sun, and the rain is pouring down in sheets, when every little dropping rill that has dried away in the summer's heat is suddenly swelled into a waterfall, and over the banks and down the cliffs they come pouring and leaping along.

"In autumn, the beeches and maples on the hillsides are glowing with a metallic brightness, softened and set off most exquisitely by the evergreen of the towering pines, the massive cones of the Norway firs, and the graceful plumy hemlocks that intersperse them.


148
Pittsfield and North Adams Railroad, 20 miles in length, terminating at North Adams village. Opened in October, 1846.
149
Pond.
150
Fall 10 feet per mile to 151¾ miles.
Pontoosuc Village, 2 miles.
Lanesboro', 5 "
Ashford, 11 "
New Lebanon Springs, 7½ "
Williamstown Colleges, 19 "
*Pittsfield.
Lenox, 7½ miles.
Lee, 11 "
Stockbridge, 13 "
West branch of Housatonic River, unites with east or main branch at Pittsfield.
151
Rise 44 feet per mile to 154¼ miles.
Sweet Brook. Rises in Hancock.
152
Stearns' Brook, close to the line.
Brook.
153
Shaker Village
to Pittsfield.
154

"In winter, the art that sends you swiftly and securely through these stern solitudes is most gratefully felt. The trees bend creaking before the howling blast, the snow is driving and drifting — here it is piled on either side in solid walls above your car, and there the hideous roots of the upturned stumps are bare. Even the hardy mountain children have shrunk from the biting blast, and the whimpering dog has begged an inside berth. You see no little tow-head with its curious eyes peering at you through the icy window, you hear not even the salute of a bark. On you glide, by the aid of the most recent discoveries and ingenious contrivances of art, through a country whose face is still marked with the savage grandeur of its primeval condition."

In descending this plane no steam is required, but on the contrary, the "brakes" are put on to prevent too great speed from the force

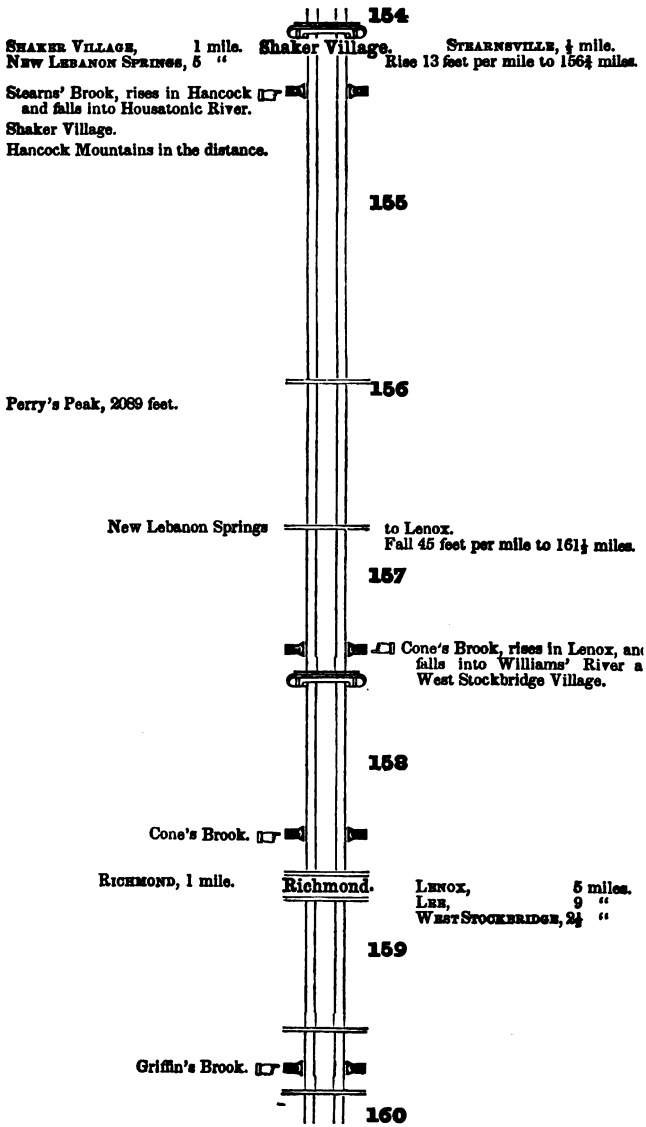


Fourth Stone Bridge.

of gravity. We have seen a train of loaded wood cars make the descent at a frightful speed with no engine, the friction upon the brakes throwing out sparks of fire, visible in the day-time, and leaving a train of smoke behind, long after the cars were out of sight and hearing.

Deep Cut at Washington Summit.

North Becket, the next station, is a small village in the northern part of the town of Becket. Large quantities of charcoal are annually carried to Boston from this town. Just before reaching this

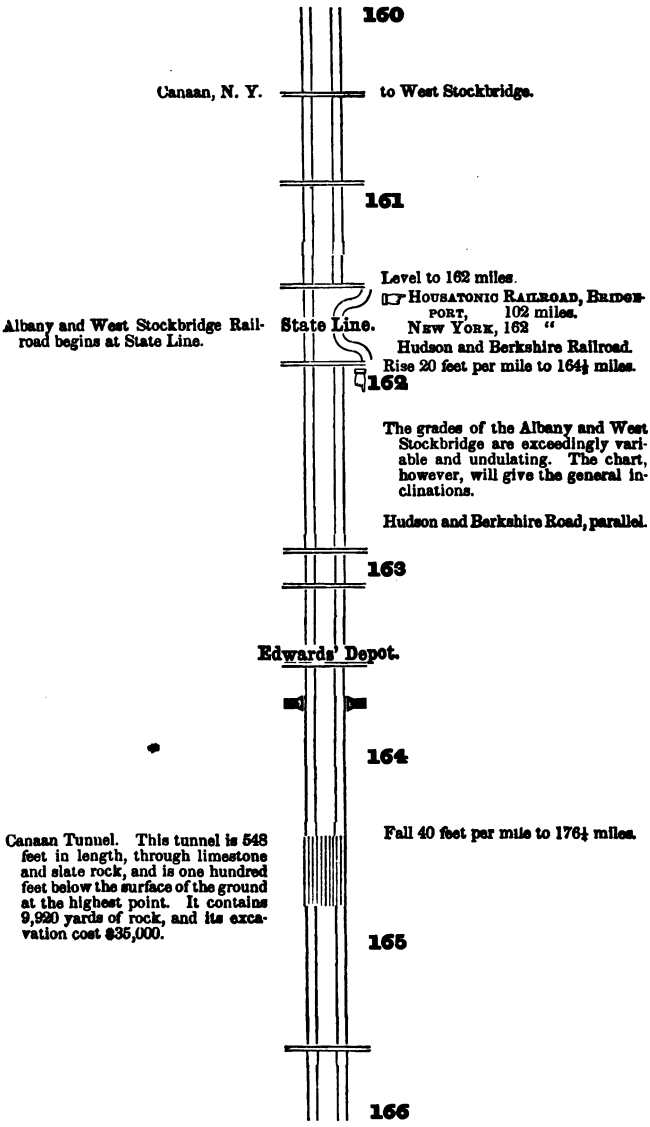

154
Shaker Village, 1 mile.
New Lebanon Springs, 5 "
Shaker Village.
Stearnsville, ½ mile.
Rise 13 feet per mile to 156¾ miles.
Stearns' Brook, rises in Hancock and falls into Housatonic River.
Shaker Village.
Hancock Mountains in the distance.
155
156
Perry's Peak, 2089 feet.
New Lebanon Springs
to Lenox.
Fall 45 feet per mile to 161½ miles.
157
Cone's Brook, rises in Lenox, and falls into Williams' River at West Stockbridge Village.
158
Cone's Brook.
Richmond, 1 mile.
Richmond.
Lenox, 5 miles.
Lee, 9 "
West Stockbridge, 2½ "
159
Griffin's Brook.
160

place, the hills seem to break away, the country becomes open, and the prospect extended. At Washington Summit is the most formidable rock cutting upon the Western Railroad; being over half a mile in length, and 55 feet deep in its greatest depth. There is likewise a heavy embankment just before reaching this "cut," under which the Westfield River, now a mere rivulet, crosses the line for the first time.

WASHINGTON. At this station there are but very few houses, and but very little business done. The land is cold, and much of it devoted to pasturing. The main village in the town is some three miles to the south-east.

From Washington to Hinsdale, a distance of nearly five miles, the road passes over the high table land dividing the waters which fall into Connecticut River on the east, from those which flow westerly, and fall into the Housatonic River. The course of the line is nearly north, and the grade nearly level, though somewhat undulating. From the elevations in this vicinity, the prospect is at once extensive and imposing. The blue summits of the Catskill Mountains can be seen in clear weather. HINSDALE, the next station, lies on the western side of the Green Mountain range. There is some water power in the town, which is moderately improved, though the principal employment of the inhabitants is in agriculture. About one hundred yards west of the station is the beginning of a descending plane of 76 feet per mile, for six miles. This rapid fall was found to be unavoidable. Many experimental lines were surveyed, yet it was ascertained that the line now built was the best. The east branch of the Housatonic River, at the beginning of this plane, is but a short distance to the north, yet so rapidly does that stream fall, that even with the heavy 76 feet grade, the railroad is thrown some distance up the hillside, in order to equalize the descent. Aside from the grade, the only serious obstacles to overcome on this section were a very deep and expensive excavation, and a high embankment, which follow each

View below Dalton.

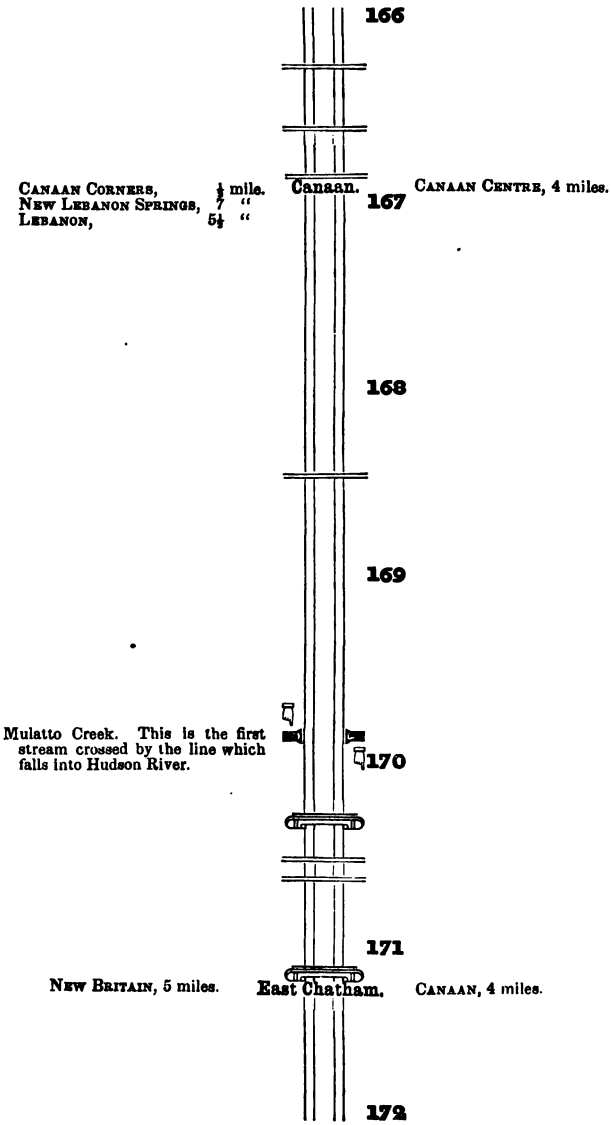

160
Canaan, N. Y.
to West Stockbridge.
161
Level to 162 miles.
HOUSATONIC RAILROAD, BRIDGEPORT, 102 miles.
NEW YORK, 162 "
Hudson and Berkshire Railroad.
Albany and West Stockbridge Railroad begins at State Line.
State Line.
Rise 20 feet per mile to 164¼ miles.
162
The grades of the Albany and West Stockbridge are exceedingly variable and undulating. The chart, however, will give the general inclinations.
Hudson and Berkshire Road, parallel.
163
Edwards' Depot.
164
Fall 40 feet per mile to 176¼ miles.
Canaan Tunnel. This tunnel is 548 feet in length, through limestone and slate rock, and is one hundred feet below the surface of the ground at the highest point. It contains 9,920 yards of rock, and its excavation cost $35,000.
165
166

other about two miles below the Hinsdale Station. More than 150,000 cubic yards of earth were removed from the cutting, the embankment requiring 175,000 yards. After passing these, the view on the north side of the line from the cars is extended and beautiful in the highest degree. The Housatonic, now considerably below, winds through a rich and fertile meadow; the village of Dalton is spread out among the trees in full view; while, far to the north, a chain of hills, covered with a thick forest, presents a rough contrast to the delightful meadows near at hand. Dalton Station is a short distance south from the village. Crossing the east branch of the Housatonic, by a slightly ascending grade, we arrive at Pittsfield, which is half way between Springfield and Albany. The Indian name of this place was *Pontoosuc.* This is an extremely beautiful place, being situated nearly in the centre of the rich valley of the Housatonic River. At a distance, on nearly all sides, there are high hills. The village is about one thousand feet above the level of the sea. It contains a considerable number of handsome buildings, and is rapidly increasing in size and importance.

Pittsfield Station.

View from Pittsfield Common.

The main street is broad and handsome, and extends through the whole village. The Berkshire Festival, held at Pittsfield in August, 1844, was, probably, the most interesting and successful event of the kind in the history of our country. It was a gathering of the emigrants from Berkshire


166
Canaan Corners, ½ mile.
New Lebanon Springs, 7 "
Lebanon, 5½ "
Canaan.
167
Canaan Centre, 4 miles.
168
169
Mulatto Creek. This is the first stream crossed by the line which falls into Hudson River.
170
171
New Britain, 5 miles.
East Chatham.
Canaan, 4 miles.
172

County, and of its own citizens; and the exercises of the occasion were a sermon, a poem, and an oration, with addresses, closing with the sociality of a public dinner. Eighteen of the twenty-six states were represented.

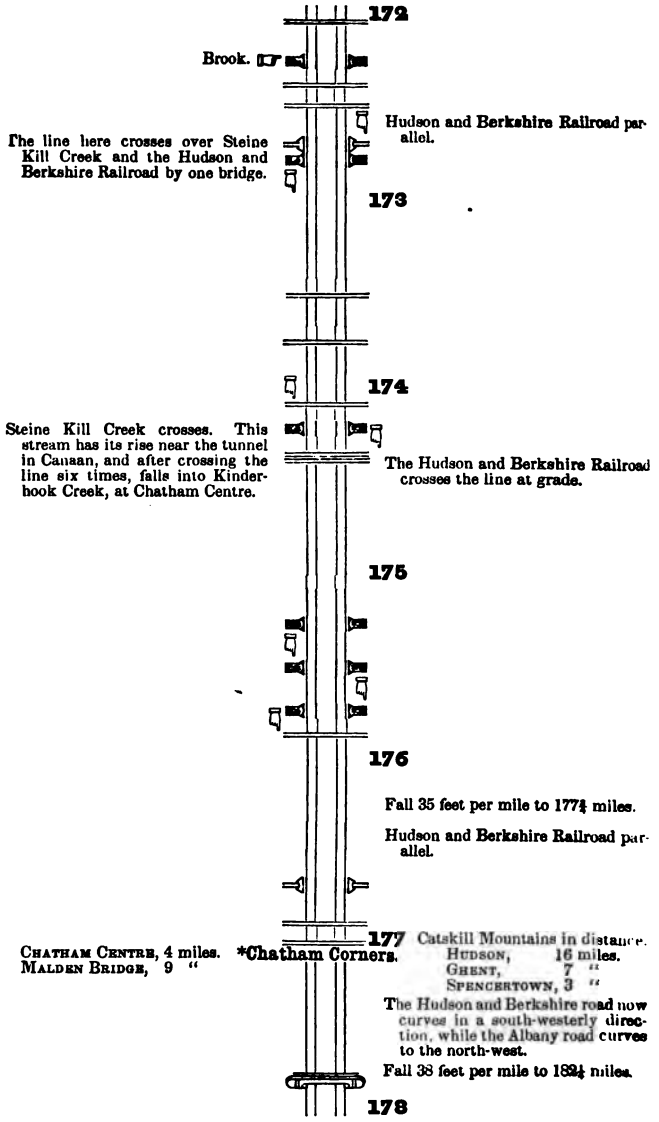
The station at Pittsfield is built directly over the track, to which access is had by a flight of steps on each side.

One mile west of Pittsfield, we reach the bottom of another plane, which rises less rapidly than the principal one just past, to Richmond Summit, six miles distant. The grade, for the most part, is easy.

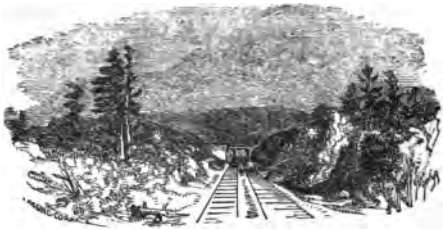
SHAKER VILLAGE is the next station. It is about equi-distant from Shaker Village on the north, and Stearnsville, a busy manufacturing village on the south; the former being in the town of Hancock, the latter in Pittsfield. At the village upon the north side, which can be seen from the station, there is a family of more than two hundred SHAKERS. They own about two thousand acres of land, and make all sorts of wares, cultivate all varieties of fruit, grain, and vegetables in abundance. They own a large circular barn in common, two hundred and seventy feet in compass, built of stone, and sufficiently high to contain a vast amount of hay and grain. These Shakers hold that God is male and female, that Christ was the male Saviour, and that Ann Lee, called sometimes Mother Ann, was the female Saviour. They also hold that marriage is unlawful, and that they who do not marry only are saved. They require all the members to make confession of sins to the elders, who profess to have special revelations. They profess to have all things in common, but, as might be expected, the property, as well as the association, is controlled by a few leading members.

Crossing at Shaker Village.

RICHMOND, another agricultural town, is situated in a valley four miles from Shaker Village. The scenery around this place has been long noted for its beauty. A rapid descent of three miles now brings us to the STATE LINE, the last station in Massachusetts. In passing


172
Brook.
Hudson and Berkshire Railroad parallel.
The line here crosses over Steine Kill Creek and the Hudson and Berkshire Railroad by one bridge.
173
174
Steine Kill Creek crosses. This stream has its rise near the tunnel in Canaan, and after crossing the line six times, falls into Kinderhook Creek, at Chatham Centre.
The Hudson and Berkshire Railroad crosses the line at grade.
175
176
Fall 35 feet per mile to 177¾ miles.
Hudson and Berkshire Railroad parallel.
177
Catskill Mountains in distance.
Hudson, 16 miles.
Ghent, 7 "
Spencertown, 3 "
Chatham Centre, 4 miles.
Malden Bridge, 9 "
*Chatham Corners.
The Hudson and Berkshire road now curves in a south-westerly direction, while the Albany road curves to the north-west.
Fall 38 feet per mile to 182¼ miles.
178

down this plane, there is a fine view of Saddleback Mountain, from the railroad. Being directly down the track, it can only be seen from the rear car. State Line Station is within the town of West Stockbridge, a short distance from the village. Here the Housatonic Railroad, from West Stockbridge to Bridgeport, Conn., joins the Western; here, also, the Hudson and Berkshire, and the Albany

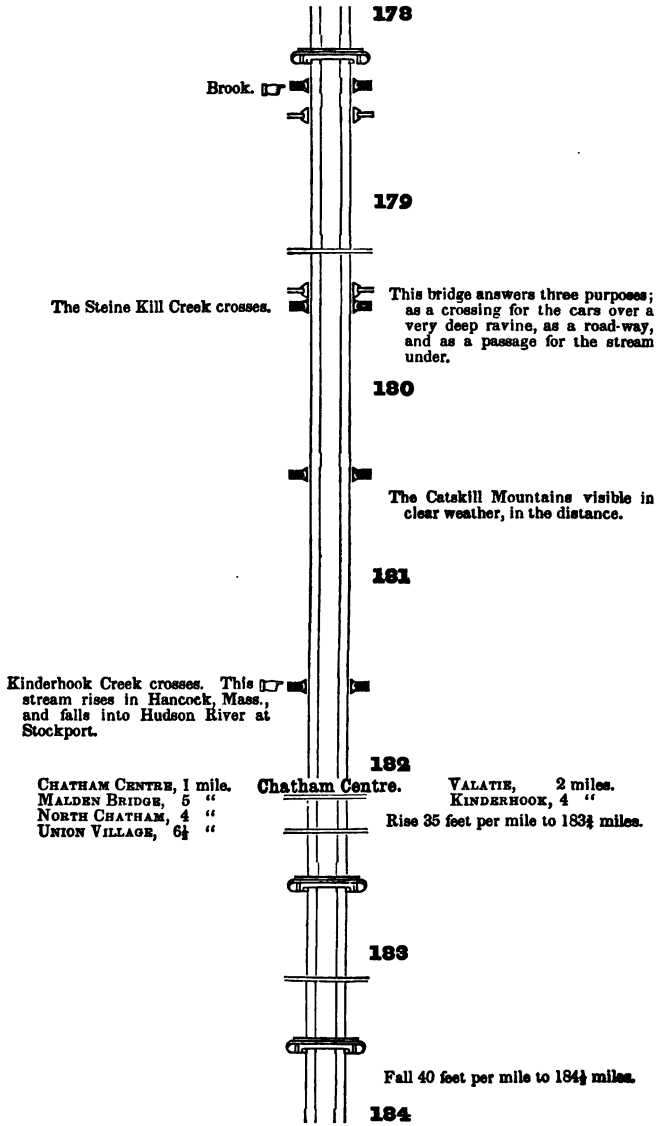


Saddleback Mountain.

State Line Station.

and West Stockbridge Roads begin. The former extends to Hudson, New York. The rails are of wood, covered with straps of iron. During a part of the year 1842, this road, as far as Chatham Corner, was used for the passage of the cars from Boston to Albany, owing to the unfinished state of the new and improved line now used between these points.

Three miles west, at Curtis' Summit, the line passes a tunnel cut through solid rock. It is short, being only 548 feet in length. It is somewhat remarkable, that in the New England States, with one thousand miles of railroad in operation, crossing mountains and valleys in almost every direction, there should be but three tunnels, and these of inconsiderable length. It might be naturally supposed, that in a country as hilly as our own, the frequent occurrence of these works of art would be indispensable. In England, the case is widely different. On the London and Brighton line, fifty miles in length, there are six tunnels, measuring, in the aggregate, over three and a half miles, and costing nearly two millions of dollars. On the Wol-


178
Brook.
179
The Steine Kill Creek crosses.
This bridge answers three purposes; as a crossing for the cars over a very deep ravine, as a road-way, and as a passage for the stream under.
180
The Catskill Mountains visible in clear weather, in the distance.
181
Kinderhook Creek crosses. This stream rises in Hancock, Mass., and falls into Hudson River at Stockport.
182
Chatham Centre.
Chatham Centre, 1 mile.
Malden Bridge, 5 "
North Chatham, 4 "
Union Village, 6½ "
Valatie, 2 miles.
Kinderhook, 4 "
Rise 35 feet per mile to 183¾ miles.
183
Fall 40 feet per mile to 184½ miles.
184

verton line, 52 miles in length, there are six more; one of which, the Watford Tunnel, is a mile and a half long, and cost $750,000. It is

Curtis' Summit Tunnel.

found that a tunnel through solid rock costs no more than would an open cutting forty feet deep. After passing the tunnel, there is a descending plane of forty feet per mile, nearly twelve miles in length. CANAAN is the first stopping place. Passengers for New Lebanon Springs can leave the line at this station. These springs are in the town of New Lebanon, several miles distant from the railroad. They are in a delightful valley, surrounded by high and well cultivated hills; and are visited every summer, by travellers from all parts of the country. The springs are on the side of the hill, and are so abundant, that a small water power is created. They are considered beneficial in internal obstructions, salt-rheum, and cutaneous affections generally. The water is tasteless, pure as any crystal, inodorous, and soft. The temperature is 72° of Fahrenheit, or near summer heat, which renders bathing delightful. Other springs are met with

Near View of the Tunnel.

Heavy rock cutting.

184

Rise 20 feet per mile to 185½ miles.

North Chatham, 3½ miles.

Kinderhook.

Kinderhook, 3½ miles.
Valatie, 1½ "

185 Catskill Mountains again visible from near Kinderhook station.

Level to 186 miles.

186

Fall 30 feet per mile to 188½ miles.

Pond.

Pond.

187

Catskill Mountains are about twelve miles west of the Hudson River, and are 3856 feet high. They are now nearly 40 miles distant.

188

Fall 30 feet per mile to 189¾ miles.

189

Level to 191 miles.

190

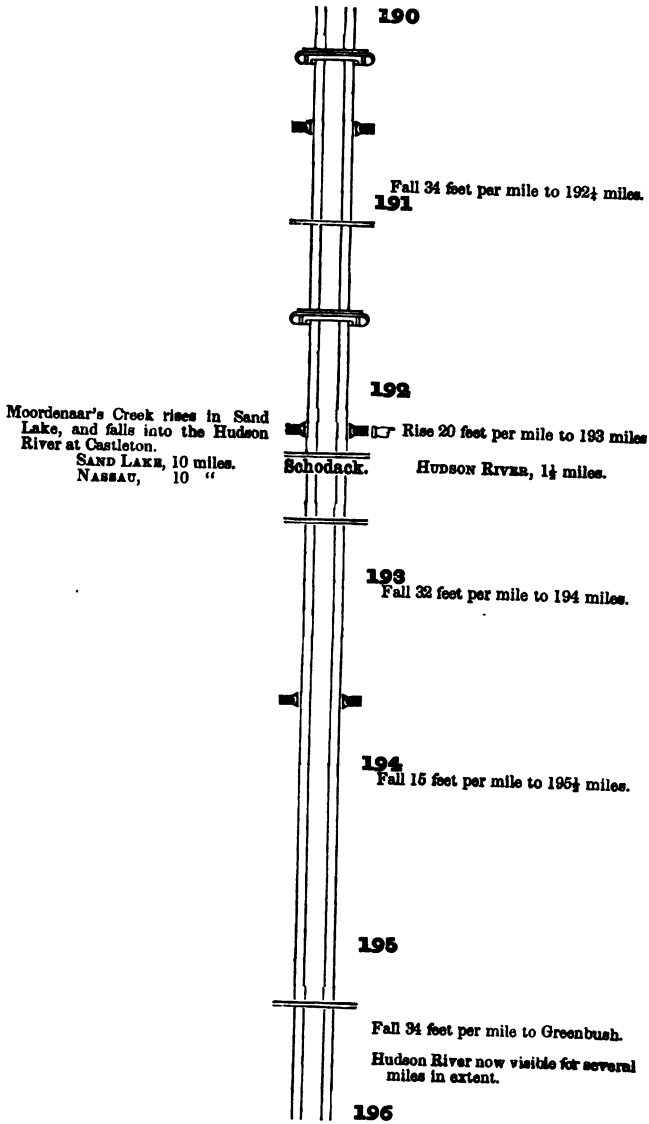
in the neighborhood, the waters of which are nearly as cold as ice. There is an establishment for "Water Cure" at this place. If the waters of either cold or warm springs can cure any of "the ills which flesh is heir to," this delightful spot offers rare attractions for all classes of sufferers to go and be healed.

Canaan from the Station.

East Chatham Station is exactly upon the line between Canaan and Chatham. Two miles beyond, the Hudson and Berkshire Railroad and Steine Kill Creek pass under the track, and two miles fur-

Crossing over Hudson and Berkshire Railroad.

ther, the two roads again cross each other at grade. From thence to Chatham Corners, they follow close together, side by side. To avoid


190
Fall 34 feet per mile to 192¼ miles.
191
192
Moordenaar's Creek rises in Sand Lake, and falls into the Hudson River at Castleton.
SAND LAKE, 10 miles.
NASSAU, 10 "
Rise 20 feet per mile to 193 miles
Schodack.
HUDSON RIVER, 1½ miles.
193
Fall 32 feet per mile to 194 miles.
194
Fall 15 feet per mile to 195½ miles.
195
Fall 34 feet per mile to Greenbush.
Hudson River now visible for several miles in extent.
196

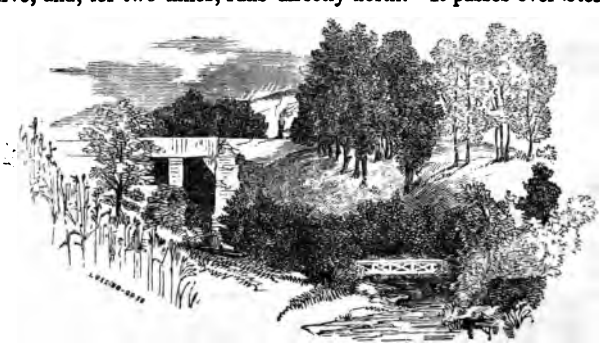
making abrupt curves, the Albany and West Stockbridge line crosses the creek three times within a half mile.

View from Bridge over Steine Kill Creek.

CHATHAM CORNERS is the next station. Here the two roads separate — the Hudson line taking a southerly direction toward the city of Hudson. The New York and Albany Railroad (the Haarlem Extension) will unite with the Albany road at this place when completed.

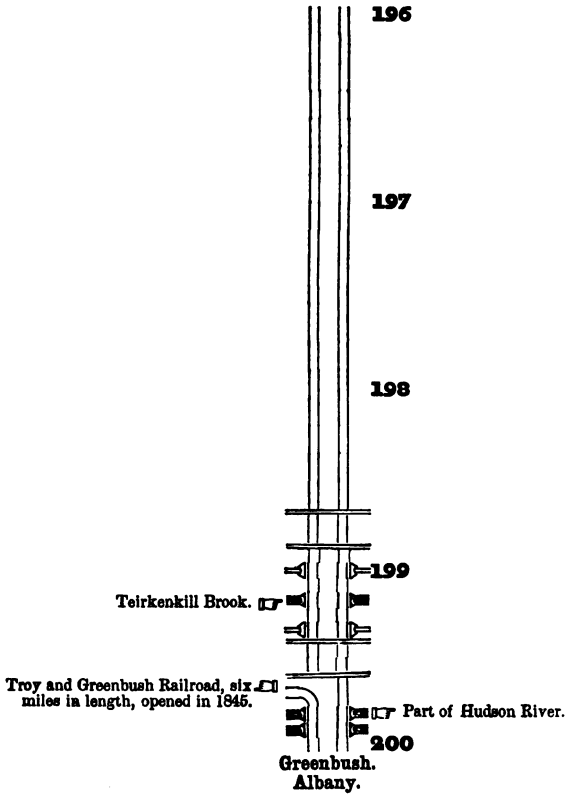
There is a flourishing village here. Large quantities of swine are annually carried to Brighton market from the neighborhood. There is also some considerable manufacturing done.

Leaving Chatham Corners, the Albany road makes an abrupt curve, and, for two miles, runs directly north. It passes over Steine



Bridge over Steine Kill Creek.

Kill Creek, and a highway on a high wooden bridge, sixty-five feet above the water. Soon after crossing this bridge, the traveller will obtain a fine view of the Catskill Mountains in the distance. They lie about 12 miles west of Hudson River, and are a place of consider-



NOTE.—In reading UP the line must be remembered that the gradients of the road are *reversed*. Thus, from 200 to 195½ miles, RISE 34 feet per mile; from 195½ to 194 miles, RISE 15 feet per mile, and so on.

Passengers stopping at Albany cross the ferry to the city, their baggage being delivered on the boat.

Troy passengers take the cars on the Greenbush side of the river, and their baggage is delivered at Troy.

able resort in the summer season. The Catskill Mountain House, built for the reception of visitors, is situated upon the summit of one of the most easterly peaks, at an elevation of 3000 feet above the sea.

The Catskill Mountains from 180½ miles.

"The mountain is here crowned by a table rock of immense size, on which the house is built. This rock terminates, a few feet in front of the house, in a fearful precipice, from the brow of which the inexperienced beholder starts back in uncontrollable alarm. In the rear, peaks upon peaks rise in every direction, and far away in the distance, all covered with luxuriant foliage. No description can do justice to the almost illimitable prospect in front. Standing upon the piazza or the rock just mentioned, you seem to have left the earth, and to be gazing from some ethereal height down upon the world and its concerns. You see nothing above, or around you — all is below — even the clouds wheel and roll in fleecy grandeur at your feet. Forests, meadows, harvest-fields, plains, mountains, rivers, lakes, cottages, villages and cities, are in every direction. A deep repose seems to have settled upon the world. No sound reaches you, except, perhaps, the rattle of the thunder from some distant hill, or the sweet song of the mountain bird upon the tree beneath you."

CHATHAM CENTRE, the third station in this town, lies upon the west line of the town. Two miles beyond, is KINDERHOOK. The main village is several miles from the station. The surface of the town is diversified, and the soil good. This is the birthplace of Martin Van Buren, Ex-President of the United States.

Kinderhook Station.

His residence is two miles south of the village, not visible from the

cars. The New York and Albany Magnetic Telegraph strikes the railroad at this station.

SCHODACK, the last station before reaching Greenbush, is a thriving agricultural town, eight miles from Albany. The surface is somewhat hilly, though the soil is good. At 195½ miles, the passenger will get the first view of Hudson River, which, from hence to Greenbush, is frequently seen. The cars being nearly one hundred and fifty feet above the river, the prospect is extended and very interesting. The river can be seen winding through the valley for several miles north and south, the meadows carpeted with green, the villages with their neat white buildings, and the blue summits of the Catskills, —all tend to render the picture interesting and lovely. Soon the city of Albany, on the opposite bank of the river, appears, the streets rising from the water, one above the other, in regular succession. A few more puffs from our iron steed and we are at GREENBUSH, the last station upon the road. This is destined to be a place of great business. The Hudson River Railroad terminates here, the Albany and West Stockbridge and the Haarlem Extension terminate here, and the Troy and Greenbush Railroad terminates here. The Western Railroad Company have erected upon what was an island, a commodious passenger house, besides several large car buildings and freight depots. The new freight house is the largest

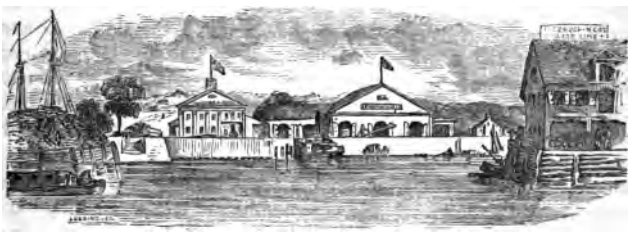
Old Mill Wheel.

Greenbush Engine House.

building in the United States. It was built under the superintendence of Mr. Witt. It extends quite across the island. The walls are 19

feet high, 9 feet thick at the base, and 5½ feet thick at the top. The building covers an area of two and a half acres, being seven hundred and fifty feet in length, and one hundred and thirty-three in breadth. The cost of the building will not vary much from $100,000.

At Greenbush, the passengers for Troy take the cars for that place without crossing the river. Albany passengers step on board the ferry boat, and a few minutes lands them on the Albany side.



Greenbush Station from Albany.

ALBANY city, the capital of the state of New York, is situated upon the west bank of the Hudson River, 145 miles from New York city. It is 325 miles from Buffalo, 250 miles from Montreal, and 380 from Washington city; Population about 45,000. The city is built upon a flat, alluvial tract of land, along the margin of the river, from 15 to 100 rods wide, back of which it rises abruptly, attaining within the space of half a mile, an elevation of 153 feet, and in one mile, 220 feet above the river. Beyond this, the surface is level. The older portions of the city are laid out very irregularly, and some of them are very narrow. The streets recently built are more spacious and regular. State street is from 150 to 170 feet wide, and has a steep ascent to the top of the hill. Many of the private, and more especially the public buildings of Albany, have fine situations, and overlook an extensive and a beautiful prospect.

The Capitol, which stands at the head of State street, on the hill, is a large stone edifice, 115 feet long, and 90 feet broad, fronting east, on a fine square. It contains spacious and richly furnished apartments, for the accommodation of the Senate and Assembly, and various rooms for other public purposes. From the observatory at the top, which is accessible to visitors, a fine view of the city and surrounding country is obtained. The City Hall is on the east side of the same square, facing west, and is constructed with marble, with a gilded dome. The Albany Academy, built of freestone, adjoining the square, has a park in front of it; and both squares are surrounded by an iron fence, and constitute a large and beautiful public ground, laid out with walks, and ornamented with trees. The Exchange, at the foot of

State street, is a commodious building of granite, constructed a few years since. The post office is in this building. It has also an extensive reading room, supplied with papers and periodicals, both American and foreign, to which strangers are admitted without charge.

The situation of Albany for trade and commerce is commanding. Being on one of the finest rivers in the world, and having a rich back country, its natural advantages are great. These advantages, however, were greatly increased by the completion of the Erie and Champlain Canals, and the Western Railroad, as well as the other important lines centring there. To accommodate the freighted boats from the two canals, a large basin has been constructed, in which all the boats are received. It consists of part of the river, included between the shore and a pier 80 feet wide, and 4,300 feet long. The pier is a stupendous work, containing several acres, on which spacious stores have been erected, where immense quantities of lumber and other articles of trade are deposited. It is connected with the city by numerous draw-bridges.

Albany has about one hundred streets and alleys, eleven public squares, three markets, and ten public school buildings with residences for teachers, all built substantially of brick. The city contains 30 places of worship.

Albany was founded by the Dutch in 1623, and by them called "Beaver Wyck," and afterwards, "Williamstadt." It capitulated to the English in 1664, who gave it its present name, in honor of its proprietor, the Duke of York and Albany. It was incorporated in 1686.

In the summer season, a large number of steamboats ply between the cities of New York and Albany. These are of all sizes, from the canal boat with engine and boiler, to the floating palaces, sometimes three hundred and fifty feet in length, furnished with the most splendid and magnificent accommodations the comfort of the most fastidious could suggest. They generally start night and morning. Every person going up or down the Hudson River for the first time should take the morning line. The scenery upon the banks will repay him for the time required for the passage, which, in a "model fast *boat*," is generally eight to nine hours.

Passengers who prefer to take the cars upon the Greenbush side for Troy do not cross the river. The fare is only 12½ cents, and fifteen minutes' time will land you before the doors of the hotels in that city.

Troy is situated at the head of tide water, on the east bank of the Hudson River, six miles above Albany. It is a port of entry, and the seat of justice of Rensselaer County. It received its city charter in

1816. It is celebrated for its beauty and healthiness; most of its streets are wide, laid out at right angles, and planted with trees. Mount Ida, directly in the rear of the south part of the city, and Mount Olympus in the north, are distinguished eminences, affording fine views of the country. The city is abundantly supplied with water by iron pipes, from a basin in Lansingburg, 75 feet above the city. It has numerous hotels, some of which are admirably kept.

West Troy, a suburb of Troy, on the opposite side of the river, is a manufacturing village, rapidly increasing in business and importance. A fine macadamized road extends from this place to Albany, a distance of six miles. Coaches run hourly over the road. Fare 25 cents.

Like her rival, Troy has morning and evening lines of steamboats to New York. These are in no degree behind the Albany boats, in comfort, speed, or elegance. The fare to New York is usually the same from both cities. Sometimes, however, the "*Opposition*," "*Peoples' Line*," and "*No Monopoly*" boats create a variation for a short time, and the fare to New York is often as low as 25 or even 12½ or 6¼ cents. The usual price with the regular boats, is $1.00 in summer, and $1.50 in winter time.

The traveller to Buffalo has the choice of two routes. The first is by a continuous line of railroads, viz., the Mohawk and Hudson Railroad, 16 miles in length; the Utica and Schenectady Railroad, 77; the Syracuse and Utica, 54; the Auburn and Syracuse, 26; the Auburn and Rochester, 77; the Tonawanda, extending from Rochester to Attica, 42 miles; and the Attica and Buffalo Railroad, to Buffalo, 33 miles; whole distance, 325 miles. The time occupied on this route is twenty-three hours. Usual fare $12.00. There are usually two through trains daily, one starting in the morning, and another in the evening, after the arrival of the eastern cars and the morning steamboats from New York. This is the shortest, and decidedly the most expeditious and agreeable route.

The other route is by the Erie Canal, which extends to Buffalo—364 miles. Persons going this way take the cars for Schenectady, there taking either the *packet boats*, which go through in three or four days, at a fare of $7.50 with board, or $5.50 without; or, the *line boats*, which occupy seven days on the way. The fare by the line boats is one and a half cents a mile with board, or one cent a mile without.

Saratoga Springs are easily reached from either Albany or Troy. From Albany, by the Albany and Schenectady Railroad, 16 miles; thence, by the Saratoga and Schenectady Railroad, 21 miles; total 37 miles; fare $1.62. From Troy there are two routes, viz: one by way of the Troy and Schenectady Railroad, 20 miles, and thence as by Albany

route, 41 miles, fare the same; or, by the Renssalaer and Saratoga Railroad, terminating at Ballston Spa, 24 miles; thence by Saratoga Railroad, 7 miles; total, 31 miles. Fare $1.50.

There are several routes to Montreal and Quebec from Troy and Albany, the particulars of which are too extended for this work.